

# Talk-Spin by Donman



**S/L E.L. "Shan" Barber**, D.S.O., D.F.C.,

AS COMMANDING OFFICER OF THE R.C.A.F.'S EXPERIMENTAL PROVING ESTABLISHMENT AT OTTAWA IS THE R.C.A.F.'S TOP TEST PILOT.

AS CLEOPATRA WHISPERED TO MARK ANTONY: IT'S A GREAT LIFE IF YOU DON'T WEAKEN!

WITH S/L PAUL HARTMAN, D.F.C., A.F.C., HE CARRIED OUT THE INITIAL R.C.A.F. FLIGHT TESTS ON THE CF-100, AND TOOK IT TO WRIGHT FIELD FOR U.S.A.F. TESTS. WITH MORE THAN 3000 HOURS LOGGED FOR MILITARY FLYING (1150 OF THEM BEING OPERATIONAL) HE IS EXCEPTIONALLY WELL QUALIFIED TO DEMONSTRATE THE CF-100 TO OTHER DEMOCRATIC NATIONS AROUND THE WORLD. IN ALL, SHAN HAS FLOWN MORE THAN 80 DIFFERENT TYPES OF AIRCRAFT.

THIS QUIET-SPOKEN NOVA SCOTIAN JOINED THE R.A.F. IN 1938 AFTER LEARNING TO FLY NEAR HIS HOME AT STELLARTON. SHAN WON THE D.F.C. IN 1940 FOR OPERATIONAL FLIGHTS AROUND SCANDINAVIA, SOME OF WHICH HE DID AS A PILOT NAVIGATOR. HE WAS ONE OF THE FEW WHO KNEW BEFOREHAND ABOUT THE NORTH AFRICAN INVASION AS HE HAD TO PREPARE THE FIRST AERIAL RAID FOR IT. HE WON THE D.S.O. FOR THIS AND VARIOUS OTHER WORK ON THE MALTA CONVOY AND SUBMARINE STRIKES.

AS A MATTER OF FACT IN 1940 HE WAS INVOLVED IN THE FIRST ACTION IN WHICH A SUBMARINE FOUGHT BACK. THIS HE CONSIDERS "UNFAIR" AND WE DARESAY THE COMMANDER WHO LOST OUT SHARED HIS OPINION. SHAN ALSO FERRIED BOMBERS ACROSS THE ATLANTIC AND SERVED SOME TIME AS AN INSTRUCTOR. HIS "SHAKIEST DO" WAS WHEN HE LANDED A HUDSON WITH THE CONTROL SURFACES SHOT AWAY ON A 2400 FOOT RUNWAY.



AFTER COMPLETING THE EMPIRE TEST PILOTS COURSE AT BOSCOMBE DOWN, ENGLAND, AND SERVING AS A FLIGHT COMMANDER THERE, SHAN RETURNED TO CANADA IN 1945 AND JOINED THE R.C.A.F. HE BROUGHT THE FIRST METEOR TO CANADA AND FLEW IT FROM COAST TO COAST...THE FIRST JET FLIGHT IN THIS COUNTRY.

HE ALSO DID THE ORIGINAL FLYING OF THE NATIONAL RESEARCH COUNCIL'S FLYING WING. OTHER VARIED EXPERIENCE INCLUDED COMMANDING THE R.C.A.F. WINTER ESTABLISHMENT AT EDMONTON, A COURSE AT THE R.C.A.F. STAFF COLLEGE IN TORONTO, AND ACTING AS STAFF OFFICER TO THE AIR MEMBER FOR THE TECHNICAL SERVICES. HIS AMBITION: TO FLY AT 1000 MILES PER HOUR AND AT 80,000 FEET. HE FEELS THAT WHEN THIS IS ACCOMPLISHED, ALL THE BOGEYS OF FLYING WILL HAVE BEEN OVERCOME. FIGURATIVELY SPEAKING...WHEN SHAN DOES FLY AT 1000 M.P.H. HE SHOULD BE ABLE TO MAKE THE TRIP FROM LONDON, ENGLAND, TO TORONTO IN LESS THAN NO TIME FLAT...UPON LEAVING LONDON AT NOON HE WOULD ARRIVE IN TORONTO BEFORE NOON ON THE SAME DAY...THAT'S SAVING TIME OR IS OUR MENTAL ARITHMETIC NOT UP TO SCRATCH?

