

EXPERIENCE DIRECTS AVRO PROJECTS

BECAUSE of the top-priority importance of the CF-100 and Orenda projects at Avro Canada, special interest attaches to the key personnel who are responsible for their direction. The pictorial layout on the opposite page depicts the present executive organization of the company. Following are brief biographical notes:

Crawford Gordon, Jr.—President and General Manager—Crawford Gordon, Jr., took up his duties as president and general manager of Avro Canada, designers and producers to the RCAF of the CF-100 fighter and Orenda jet engine on October 15, 1951. Previously he had been co-ordinator of production in the Department of Defense Production at Ottawa.

As co-ordinator of Defense Production from February to October of 1951, Mr. Gordon was on loan to the Government from the English Electric Company of Canada Limited at St. Catharines, and the John Inglis Company Limited of Toronto, which he joined in February of 1947. He was president and director of English Electric and executive vice-president of the John Inglis Company. On coming to Avro Canada he resigned these positions as well as those in the associated companies of the Canadian Crocker Wheeler Company Limited of St. Catharines, as president and director; and of Production Castings Limited of New Toronto as vice-president and director. Mr. Gordon remains a director of The Canada Assurance Company and a

member of the Dollar Sterling Trade Advisory Council.

During the war, from 1941 to 1945, Mr. Gordon was on loan to the Department of Munitions and Supply where he was director-general of organization and assistant co-ordinator of production. He continued with the Department of Reconstruction and Supply as director-general of industrial conversion and in 1946 was awarded the O.B.E. for his services.

Ronald Adey—Assistant to the President—Born in Kamloops, B.C., Ron Adey specialized in accounting, became associated with Blackburn Aircraft in England in 1938. Early in 1939 he returned to Canada and joined National Steel Car Company, Aircraft Division. During the war he was associated with the inspection department of Victory Aircraft and was production controller for Avro Canada in the early stages of the operation.

J. A. Morley—Sales and Service Manager—Trained as an electrical engineer, Mr. Morley was engaged in the engineering department of Wisconsin Light, Heat & Power Company and in the production engineering department of Cutler-Hammer Inc. of Milwaukee. During the war, he joined the British Air Commission, being attached to Pratt & Whitney and later to Hamilton Standard, both of Hartford, Connecticut. From 1942 to 1945 he was co-ordinator of aircraft equipment at the Department of Munitions and Supply, a position he also occupied at Federal Aircraft. He was appointed to his present position in January, 1946.

Z. S. Cyma—Plant Engineer—Zygmunt Stanislaw Cyma was born in Lubaczow, Poland, and graduated from the University of Lwow in 1923 with a Master's Degree in mechanical engineering. He has spent all his adult life in the aircraft industry. In the latter part of 1923 he was delegated by the Polish Government to negotiate licenses for development and manufacturing with aircraft firms in France, Italy, Czechoslovakia, Germany and Great Britain. Prior to leaving Poland in 1939, Mr. Cyma was works manager of the Podlaska Wytworinia Samolotow National Aircraft Manufacturing Plant, which position he held for six years.

Mr. Cyma came to this country in March, 1941 and joined National Steel Car Company, Aircraft Division, at Malton. He has been with

this plant ever since, through the days of Victory Aircraft.

Robert D. Armstrong—Director of Finance—Formerly co-ordinator of accounting for Imperial Oil Limited, Mr. Armstrong joined Avro last May. He is responsible for co-ordination accounting and financial matters at the executive level.

Edgar H. Atkin—Technical Director, Aircraft Division—Leader of the team which created the CF-100 fighter and the Jetliner, Mr. Atkin has been associated with the design of numerous famous aircraft. As research engineer at the Boulton-Paul Aircraft Company of England, he was responsible for structures and armament of the Defiant two-seat fighter. Subsequently he was in charge of the Avro York project. While with Avro Manchester, he was engaged in design work relating to the Avro 6, 10, 18 and Tudor aircraft.

In his current capacity, he investigates design trends outside Avro Canada and studies new fields of development. He reviews the company's technical facilities, advises on technical education, and represents the company on joint committees set up by the National Aeronautical Establishment and other government agencies. He is a Fellow of the Royal Aeronautical Society.

William H. Dickie—Director of Industrial Relations—Mr. Dickie, who was appointed to his present position last November, came to Avro from the John Inglis Company, Toronto, where he had been director of industrial relations since 1942. Before that he held a similar position at the National Steel Car plant at Hamilton, Ont.

Fred T. Smye—General Manager, Aircraft Division—A director of Avro Canada, Mr. Smye is responsible for development and production of the company's aircraft. He was the first employee of Avro Canada and, in fact, was engaged by Sir Roy (Continued on page 68)

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GAS TURBINE DIVISION



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E. K. BROWNRIDGE
Works Manager



K. R. CHURCH
Controller

EXPERIENCE RUNS AVRO PROGRAM

(Continued from page 30)

Dobson before Avro Canada was actually formed.

Mr. Smye gained considerable knowledge of the aircraft business during the last war. He joined the Canadian Department of Munitions and Supply in New York in June, 1940, and then was appointed executive assistant to Ralph P. Bell, Director General Aircraft Production and a member of the Aircraft Committee of the Joint U. S.-Canada Production Board. In 1944 he was appointed assistant general manager of Federal Aircraft Limited. At the end of the war, he joined A. V. Roe Canada.

Thomas S. McCrae—General Manager, Aircraft Division—Appointed last December, Mr. McCrae is in charge of the production and engineering of Avro-designed jet engines.

He came to Avro Canada from the Allison Division of the General Motors Corporation in Indianapolis, where he had been assistant director of engineering since January of 1947. He joined Allison in 1936 and at first

did installation and contact work with the U. S. Army Air Forces and airplane manufacturers. He became assistant chief engineer in 1939.

Previous to his work with Allison, he worked with the research division of General Motors in Detroit with the exception of six months when he worked for Buick. He joined General Motors in 1931 on his return from a trip to Japan and China where he had gone the year previous to consult on Wright and Curtis engines. He had joined the Curtis Airplane and Motor Company in Buffalo in 1925. He was born at Melrose, Mass. on Feb. 9, 1904.

James C. Floyd—Chief Engineer, Aircraft Division—First non-American to win the Wright Medal, in 1951, he had much to do with the design of the Avro Jetliner. Mr. Floyd has been engaged on the design of many other notable aircraft types, including the Anson, and the Lancaster. At Avro Manchester, where he worked from 1929 to 1946, he was in charge of the stressing of the York and was engaged in liaison work between Avro Manchester and the Royal Aircraft Establishment test centre at Farnborough.

From 1935 to 1936, he was loaned to the Hawker Aircraft Company to carry on design work on the experimental Hawker Hotspur. His last position in England, before coming to Avro Canada in 1946 was that of chief project engineer, at the Yeadon Plant of Avro Manchester. He is an Associate Fellow of the Royal Aeronautical Society and a member of the Institute of the Aeronautical Sciences. He has served as a member of the National Research Council Structures Sub-Committee on Aeronautical Research for some years, and is a past chairman of the Toronto Section of the Institute of Aeronautical Sciences.

Walter Parrish—Chief Inspector, Aircraft Division—Gained aeronautical experience in England with Hayward Engineering, Fairey Aviation, Hawker, de Havilland and Handley Paige. In 1939 he represented National Steel Car Company, Aircraft Division, in London then became chief inspector of the company in Canada. He has held the same position with Victory Aircraft and now Avro Canada.

Dennis E. Wiseman—Works Manager, Aircraft Division—After early

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experience in the automobile industry in England, Mr. Wiseman became general manager of Pressed Steel Company in quantity sub-contract production on Lancasters, Spitfires, Hurricanes, Typhoons and Wellingtons.

At Short Brothers and Harland in Belfast, he was managing director from 1945 to 1949. He had been director and general manager of Short and Harland since 1943 before it merged with Short Brothers. In these companies he directed work on Stirling bombers and Sunderland flying boats and after the war on Sandringham and Solent flying boats for BOAC; Sealand amphibians for various civil operators; and Sturgeon aircraft for the Royal Navy's Fleet Air Arm.

His first assignment at Avro Canada was as production planning manager.

Joseph Turner—Comptroller, Aircraft Division—Born in Toronto, Mr. Turner had some years of banking experience before joining National Steel Car Co.'s aircraft division in September, 1939. He was cost accountant with Victory Aircraft and held the same position with Avro until his present appointment in April.

M. G. Nix—Experimental Manager, Gas Turbine Division—Born in Derby, England, Maurice G. Nix gained his technical and engineering experience with a number of companies, including Armstrong Siddeley and Rolls-Royce. He was production controller, also specializing in experimental design engineering. In 1940 he became technical assistant to the manager of the Rolls-Royce experimental department. Later in the same year he came to Canada and joined Avro Canada. He was appointed to his present position last August.

Paul B. Dilworth—Chief Engineer, Gas Turbine Division—After graduating from the University of Toronto (B.Sc. in Mechanical Engineering, 1939) he became a research engineer in the engine laboratory at the National Research Council until the end of 1942 when he was assigned to special duties investigating jet engine development in the U. K. Subsequently, he helped to establish a cold weather station for jet engine testing at Winnipeg. When this project was transferred to Turbo Research Ltd. in August, 1944, he was officer in charge. He was appointed to his present position with Avro Canada in May, 1946.

L. E. Marchant—Quality Control Manager, Gas Turbine Division—After holding various positions with National Steel Car Company since 1920, Lawrence E. Marchant was appointed manager of the engineering division at Malton in 1941. On formation of Avro Canada, he became production manager and worked in this capacity on the Chinook engine. He then carried out the production planning and machine tool requirements for the new Orenda engine plant and then acted as technical assistant to Mr. Smye until assuming his present position.

K. R. Church—Comptroller, Gas Turbine Division—Kenneth Robert Church, was born in Ottawa, graduated from Queens, attained his degree of Chartered Accountant in 1948. He joined Avro in March, 1950 and was appointed to his present position last January.

E. K. Brownridge—Works Manager, Gas Turbine Division—Earle Kitchener Brownridge was born and educated in Toronto, worked for International Nickel and sold insurance before joining Victory Aircraft in 1944. He worked in the time study department and, with formation of Avro, became assistant production controller, assistant manager, experimental department, then assistant production manager before assuming his present position.

Donald H. Rogers—Chief Test Pilot—During 17 years of flying, he has logged more than 4,000 flying hours. He started with the Hamilton Flying Club, where he obtained his private license in 1935, later became flying instructor at this club. In 1940 he became ass't chief flying instructor at No. 10 EFTS and, in 1941, was ass't chief test pilot at Victory Aircraft, Malton. He gained further experience with the test department of RAF Transport Command. In 1949 he flew the Tudor "8," an experimental four-jet transport, in England, preparatory to test flying the Avro Jetliner. On June 20, 1951 he made the first flight in the Orenda-powered CF-100. He is a member of the Institute of Aeronautical Sciences and of the Soaring Association of Canada.

J. Fred Taylor—Supply Manager—From 1941 to 1943, Mr. Taylor did statistical work with the aircraft production branch of the Dept. of Munitions & Supply. He was then ass't supervisor of the overhaul and repair dept. of Federal Aircraft, Montreal. He joined Avro Canada in 1947.