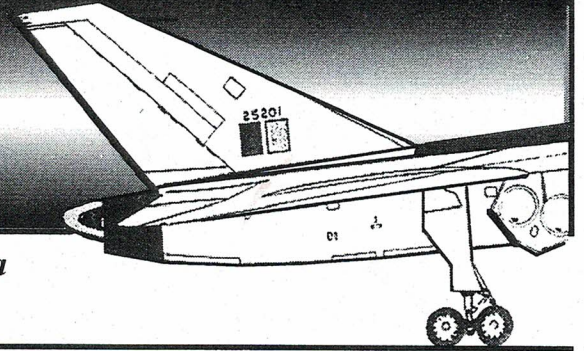


Pre-Flight

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John Henry Hiebert **1920 – 1954**



John Henry Hiebert was born November 27th 1920 in Ekaterinislav, Russia. He was the second child of eight to Heinrich and Otilie Hiebert. The family immigrated to Canada in 1924. John received his elementary and secondary education in Arnaud, Manitoba. John joined the Royal Canadian Air Force (RCAF) at the beginning of WW2. John married Joyce Pope, unknown date of marriage, Joyce has since passed away. John and Joyce did not have any children. John had earned his engineering degree at the University of Manitoba after the war.

Founded 1989

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Aerospace Heritage Foundation of Canada



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From the President

Well this summer is over and I hope that everyone enjoyed the season. Very hot weather was experienced by our Ontario members this year

This edition of *Pre-Flight* features a follow up on Avro Engineering Observer John Hiebert who was flying with Janusz Zurakowski when the aircraft developed problems resulting in Jan's ejection and sadly the loss of John's life.

A reminder that we will again set up our booth during the Hobby Show held at the International Centre in Malton November 4, 5 and 6th. I along with other members of the Board and volunteers look forward to meeting and chatting with both members and the public as we have over the years.

Frank

The Ejection Seat with a Tragic History: the *real* reason on how it came to be part of the AHFC collection

by Frank Harvey

It all started out as a routine flight to test some secret equipment onboard the CF-100 Mark IV. After completing the standard test protocols, Jan Zurakowski turned the aircraft toward Malton, while his civilian observer, John Henry Hiebert, began shutting down some of the equipment. But at 5,000 feet, something went wrong and Jan Zurakowski immediately told John to prepare for ejection while he began a desperate struggle to control the CF-100. Unable to do so, Jan then fought to steer the now rapidly-descending aircraft, with flame and smoke streaming, away from the Town of Ajax to farm fields just beyond. In these few frantic seconds, from 5,000 to 2,000 feet, Jan frantically called to his observer to eject. "Get out! Bail out! Get out!" But Hiebert was intent on jettisoning the secret equipment. Zurakowski could wait no longer and blew himself out. Now Hiebert had to struggle against the great wind pressure to pull down the face screen which would activate the explosive ejection charge. He was unsuccessful and tragically, went down with the crippled Mark IV. According to eye-witnesses, the aircraft hit with a tremendous explosion. Mary Heming, on whose farm it came down, said "The whole house shook and some pots and pans I had drying on the window sill crashed to the ground." The equipment was found secure but it had cost Hiebert his life. Zurakowski had parachuted twice from burning aircraft during the war,





Ejection Seat, cont'd.

but this was the first time from a test aircraft. He landed hard, safe in his ejection seat about 500 yards away from the smoking, \$800,000 (1950) wreck. He was barely conscious when rescuers came, dismissing their concern by asking about his observer.

When he heard of his death, the usually cool Zurakowski lapsed into semi-consciousness. He always considered Hiebert a hero. Witnesses to the accident considered it a miracle that Zurakowski escaped with his life. In fact, when the two rocket pods jettisoned by him were seen by the horrified observers, many screamed, thinking these were the plane's occupants.

At the Oshawa hospital, Jan soon came around to find out that, though he thought he had fractured his leg, he was relieved it was only a small bone in his foot. The medics put on a walking cast and he was on his way home for a short rest. As a result of his input to the investigation team, modifications were made to the seat, which undoubtedly contributed to the saving of other flyers.

This article first appeared in the *Pre-Flight* issue of June 1995. As promised then, here are the additional facts that were not in that previous article.

The Martin Baker seat, following this tragic accident, was returned to the company. In the early part of 1995, Jim Floyd received a telephone call from his very good and long-standing friend, Bob Murison, who had said the seat had been in his former company's premises for a long time. He asked Jim Floyd what he

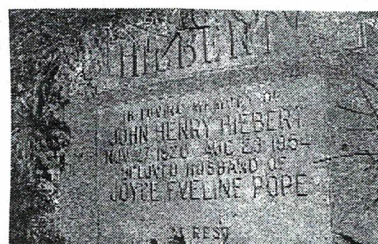
should do with it. This was the first time Jim had heard of that location of the seat. He suggested the AHFC might be a good home for it and it could be displayed in a similar manner to Bob Johnson's Derwent engine. Bob Murison thought it was a good idea and gave Jim the telephone number of Ms. Lola Holmes in Campbellford, Ontario, who was the current 'custodian' of the ejection seat. Jim Floyd asked Bob what type of tax receipt he might require for the donation. Bob said he would prefer it be taken over by the AHFC on a permanent loan basis. Jim Floyd then contacted Nicholas Doran, AHFC President at the time, to make arrangements with Lola Holmes to collect the seat on his next visit to Campbellford.

The AHFC wishes to thank Bob Murison for his generous donation of this aviation artifact, being made available to all Canadians.

In November 2004, a request was received from one Nancy Boese on behalf of her father who was trying to locate the grave of his brother John Henry Hiebert who was killed in a test flight of a CF-100 in August 1954. At the time the family all resided in the Winnipeg area and had no record of where the interment was. A call was made to Jim Floyd who remembered the incident and as Vice-President, Engineering, at Avro Aircraft, he was the person who had the sad duty to identify the remains at the scene of the crash. Jim suggested Mario Pesando (who was in charge of Flight Test Engineering for Avro, at the time) in Vancouver might be able to assist as John worked directly for him and attended to details regarding the service.

When contacted Mario's first words were "that was a very sad day" but relayed the information it was at a church near Weston, Ontario. Further investigation suggested St. Philips, Dixon Road and Royal York Road. Nancy called St. Phillips and after a search of records they confirmed John was interred in the Riverside & Sanctuary Park Cemetery across the road from the church.

Very few details of John's history are available, but thanks to Nancy Boese we have been able to add this brief information. The accident highlighted a previous unknown problem with ejection from the CF-100 aircraft by the rear seat occupant. Investigations after the crash were led by Mario Pesando, which, with the help of Flight Test Engineers, led to modifications to ensure an occupant in the rear seat would be able to exit the aircraft safely, in the future.

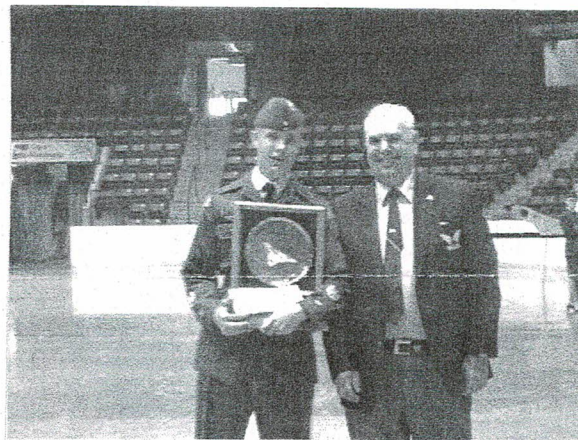


OBITUARY

Kenneth Barnes 1917 – 2005

Ken Barnes was born on December 13, 1917 and died in St. Joseph's Hospital in Toronto. He was predeceased by his beloved wife Margaret and sister Betty. He leaves his sons Gord and Doug and daughter Barbara, and grandchildren Nadine, Nicholas, Patrick and Madeline. He is survived by his brother Jack and sisters-in-law Barbara Colville and Lillian Allen. Ken will be remembered for his passion and involvement in the aviation industry. He worked at Avro and on the Arrow, specifically with testing in the wind tunnel. Ken was a longtime member of AHFC. Frank Harvey, on behalf of the AHFC Board of Directors and the members, extends his sympathy and sincere condolences to the family.

license. "It's a lot of work and the day is really structured," he said. In-flight training usually consists of at least an hour and a half daily, with rigorous study every night. His goal is either the Royal Military College or the aviation course at Seneca College, Toronto. Though Ross entertained the thought of commercial flying, he wants to serve in the Canadian Military. AHFC wishes him the best!



Sgt. Ted Crammond won the 2005 Janusz Zurakowski Award, which was presented by Frank Harvey, AHFC President.

Members Matter



W02 Ross Bauman, 17, a member of 845 Avro Arrow Royal Canadian Air Cadet Squadron, was the 2005 recipient of the James C. Floyd Award, presented by our Patron, Col. William Coyle. Ross was one of 70 air cadets to win the prestigious AirCadet League of Canada flying scholarship. He was chosen from a pool of 600 applicants. Ross recently has soloed in a Cessna 152 and will have to pass a flight test and written exam. After successful completion, he will receive his wings and pilot's



*The 2004 Janusz Zurakowski Award as well as the James C. Floyd Award were presented to **Justyna Bartosko** by Frank Harvey, AHFC President.*

Our Foundation is proud to support these awards, named in honour of individuals who contributed so much to the development of Canadian aviation and aerospace. These awards are offered to deserving RCAC members of 845 Avro Arrow Squadron. As I have so often stressed, this is an important function of our Foundation's mandate.

Nicholas

Nicholas Doran
Membership