

by J. L. Ponman

D.F.C. AND U.S. AIR MEDAL, ONE OF THE R.C.A.F.'s CRACK FIGHTER AND TEST PILOTS, HAS JOINED AVRO CANADA TO ASSIST IN TEST FLYING THE CF-100 FIGHTER. RECENTLY ATTACHED TO THE R.C.A.F. WINTER ESTABLISHMENT AT EDMONTON, BRUCE HAS BEEN GIVEN LEAVE OF ABSENCE FOR THIS SPECIFIC JOB. HE IS GREATLY IMPRESSED WITH THE PERFORMANCE AND CAPABILITIES OF THE CF-100, PROUD TO BE A PART OF A.V.ROE CANADA AND IS LOOKING FORWARD WITH KEENNESS AND PLEASURE TO HIS STAY WITH THE FIRM. BRUCE WARREN IS 50% OF A PAIR OF IDENTICAL TWINS, (A SIMILARITY THAT UNDOUBTEDLY WORKED EQUALLY WELL TO CONFUSE IRATE SERGEANTS AND INQUIRING BLOWNDS).THE OTHER 50% IS EMPLOYED AS A SQUADRON LEADER BY THE R.C.A.F. IN CHATHAM,N.B. BRUCE AND HIS TWIN BROTHER, DOUG, JOINED THE R.C.A.F. TOGETHER, TOOK THEIR TRAINING TOGETHER, DID OPERATIONAL TOURS TOGETHER, SERVED AS FLIGHT COMMANDERS IN THE R.A.F. FIGHTER COMMAND TOGETHER AND RECEIVED THE D.F.C. TOGETHER. EXTREME MODESTY APPEARS TO BE ONE OF BRUCE'S MAIN CHARACTERISTICS AND DELVING INTO HIS OBVIOUSLY EXCITING PAST IS LIKE TRYING TO COAX A PEARL FROM AN OYSTER. (DON'T MISUNDERSTAND....WE ARE NOT ATTEMPTING TO POINT OUT ANY SIMILARITY BETWEEN AN OYSTER AND BRUCE WARREN...AFTER ALL...HOW MANY OYSTERS DO YOU KNOW WITH AN EXCITING PAST?) BRUCE HAS COMPLETED 2 TOURS OF OPERATIONS ON SPITFIRES WITH THE R.A.F. FIGHTER COMMAND, HAS FLOWN TWENTY-EIGHT DIFFERENT TYPES OF AIRCRAFT, HAS LOGGED TWENTY-TWO HUNDRED AIR HOURS, HAS SPENT THE YEAR 1949 "GENNING UP" AT THE FAMOUS EMPIRE TEST PILOTS' COURSE AT FARNBOROUGH, ENGLAND, AND FINALLY HAS EMERGED A MODEST (WE'LL NEVER KNOW WHY) NON-SMOKING ABSTAINER AND (LIKE ALL FIGHTER PILOTS) A PROTECTOR OF FEMALE VIRTUE. WE HAVE ALSO LEARNED (THE HARD WAY, OF COURSE) THAT BRUCE HAS A



MEMBER OF THE MUSTANG TEAM WHICH AMAZED SO MANY OF US WITH THEIR AEROBATICS AT THE CANADIAN NATIONAL EXHIBITION BACK IN 1947. DELVING DEEPER, WE HAVE DISCOVERED THAT HE NOW HOLDS THE COVETED GREEN INSTRUMENT RATING CARDS FROM BOTH THE RAF AND THE R.C.A.F. AND BY THE WAY....THIS BUSINESS OF TEST FLYING KITES (WE MIGHT AS WELL BE AERONAUTICAL) IS NOT AS SIMPLE AS ONE MIGHT THINK. F'INSTANCE WE GOT IT STRAIGHT FROM THE HORSE'S MOUTH (NEVER WAS A NICER GUY CALLED A HORSE'S MOUTH) THAT IT'S NECESSARY TO MAKE SEVENTEEN DIFFERENT CORRECTIONS TO THE READING ON THE A.S.I. (THAT'S AIR SPEED INDICATOR) BEFORE A TRUE DOWN-TO-EARTH SPEED OF THE AIRCRAFT IS ESTABLISHED. SUCH THINGS AS WIND, ALTITUDE AND EVEN ATMOSPHERIC TEMPERATURE HAVE TO BE TAKEN INTO ACCOUNT. WE DIDN'T KNOW THAT .....DID YOU?

P.S. WE NEVER EXPERIENCE ANY DIFFICULTY WHATSOEVER IN PRODUCING THESE BACK COVERS; - IF WE HAVE INSUFFICIENT MATERIAL, WE JUST ADD TO IT....AND IF WE HAVE TOO MUCH MATERIAL, WE JUST

AVRO NEWS, SEPT. 1950  
(SEE AC. 1099, 1.5)