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Randall Whitcomb - Bio

Randall L. Whitcomb was born in Manitoba Canada in 1964 to Archibald and his wife, Barbara, who were farmers. His interest in aviation an be traced back to the gift of a toy airplane while he was just four televised Apollo launches providing inspiration for many drawings of pre-school years. This interest led him to extensive reading (and dr aviation subjects, especially pertaining to fighters and their pilot the First World War air war over the Western Front.

After the family moved to Ontario and his father passed away, Randal squadron of the Royal Canadian Air Cadets, interestingly enough name of some of Randall's earliest reading; First World War ace, William Bishop V.C.; who had been born in Owen Sound. Other interests includ at least one grade-school speech being devoted to dolphins and whale enjoyed a series of horses his mother bought for herself and her boy His efforts in cadets won him various awards and promotions there, i named top tri-service cadet for Central Canada region, for performan engine technical course at Camp Borden in 1980. In school he was doi sciences and arts, and won several awards in high school for technic while continuing to excel in art, again inspired by his mother's pai ability to teach herself whatever skill she wanted to acquire.

Randall while with 167 Air Marshal Bishop Sqn. of the Royal Canadian his sister Christine, in 1980. Chrissy is now a head flight attendan airline industry.

He left home to manage a photo lab at age nineteen and, with a year design course intermingled, became a professional photographer and d for several years in the Oshawa-Whitby area. He worked freelance and black and white and colour darkroom capabilities to the newspaper he for, while also undertaking glamour, wedding and portrait photograph particularly noted locally for his ability in lighting and photograp interiors. He also acquired some skill in what are two especially de photography; shooting sports and concert bands using existing light.

Upon learning that his mother had a terminal illness in the spring o left his photography business and returned home, in the process work auto parts production industry while upgrading his education to ente force and qualify for pilot. He was accepted into the military in Au commissioned in the rank of Second Lieutenant in 1993.

Randall and the Tutor, jet trainer for the Canadian Forces

Snowbird 7 Dave Deere and RL Whitcomb while Whitcomb was serving in

While in the military he enjoyed flying in a myriad of aircraft type gliders and military helicopters to the CF-18 Hornet jet fighter, an occupying the second seat of Snowbird 7, during an actual practice m 25th Anniversary North American tour. Whitcomb was actually assigned to assist them with their 25th Anniversary preparations, which inclu their official anniversary piece: Capital Performance. While in the commissioned by several squadrons for 50th anniversary and other spe beginning with work for 425 Allouette Sqn. In Bagotville Quebec, and Snowbird's official 25th anniversary edition, Capital Performance. T from 1995 and was in Cold Lake Alberta after flying with the Squadro John Laidler in a CF-5 while doing two paintings and editions to com disbandment of 419 "Moose" Squadron. While in the military he also w be able to do some flight photography for the various squadrons and Subsequent to leaving the military in 1995, Whitcomb has been invite Bagotville to do two murals in 425 Sqn.'s pilot's lounge, and for ot

A wall size mural (one of two) done in 1997 for 425 Squadron in Bago

The first real aviation painting, done for 425 Alouette Sqn. in 1991 Quebec.

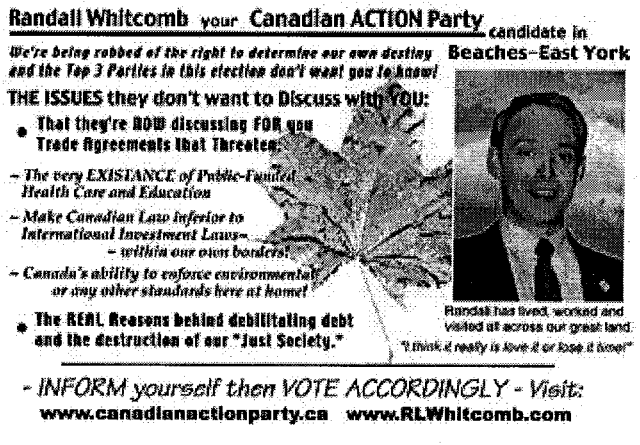
Randall has about 140 hours logged piloting the CT-114 Tutor Jet inc solo, but ultimately failed to achieve wings standard, and left the austerity and reductions included in the first Chretien budgets.

Mr. Whitcomb has received no formal painting or airbrush training. H done in acrylics making some use of the airbrush however, most of th with the finest brush size commonly available (size 000). The layout always original ideas and not copies of photographs although photos

as references for the extreme detail his work invariably contains. O image solidified in his "mind's eye" the background is usually paint without any pencil drawings while simple line drawings are made of t to perfect the form, proportions and perspective. Before and during many hours of research are invested to ensure historical and technic each piece. Some of Whitcomb's new smaller editions are multi-media variety of techniques, sometimes combining photos taken by the artis and digital rendering. None of this is automated with the "brush" in being the artist's hand moving a mouse in Photoshop, but with the ad work down to the smallest pixel.

Randall's choice of subjects for both his art and writing is based o to the service ethic, shown by people who put the needs of others ah to the point of risking and often losing all, in war and in peace. W historical treatment is by no means meant to be a glorification of w promotional "posters" for the defence industry but a documentation o efforts of entire nations can be turned to organized slaughter, and peril to forget what led the men and women who fought to consider su necessary. His writing is especially an examination and condemnation and industrial interests can make war inevitable and profit greatly Fascism itself was the creation of the German military-industrial co with some titans of Western financial-industrial complex; as Whitcom his next book, *Geo-Politics and High Finance*.

In response to this body of evidence, as it was emerging into a cohe Randall ran in the 2001 federal election in the Beaches-East York ri Toronto, for the Canadian Action Party. Although he fared well in th meeting against Canada's representative on the IMF and World Bank; t Minna, his vastly under-funded "stand on principle" saw him finish t riding. The real benefit of this endeavor was in being able to work Paul Hellier, who, had been in the Liberal benches as defence critic debacle, and had a wealth of knowledge to share concentrated in Whit areas of interest—hence their astonishing agreement on the history o 20th Century, and on the destablising factor leading to depressions, ultimately war, the completely de-regulated financial "free market" and if not checked soon, will again be.



One side of Whitcomb's campaign flyer for the 2000 federal election.

From showing his painting of the Arrow; Thunder Before the Storm, Ra heard the tales of hundreds who worked at Avro Aircraft and Orenda E also became friends with Jim Floyd, led the team on the Avro Arrow, chief design engineer on the ground-breaking Avro Jetliner, and had

in aviation before and after these programs. Contacts with the Arrow pilot Jan Zurakowski and many others from that amazing time and plac friendships and was an unexpected and moving bonus of his research f Avro Aircraft & Cold War Aviation. This book is being hailed by thos Avro story as the definitive book on the subject. Of course, many of grace this book and his work retouching old photos was also put to g book. After taking a break from releasing artwork while finishing hi has released several new limited edition prints from his artwork pro Aircraft & Cold War Aviation and is in the process of having those s the surviving Avro engineers and pilots while he also conducts occas liberally embellished with visuals from his efforts, to universities T, Carleton, and Waterloo.

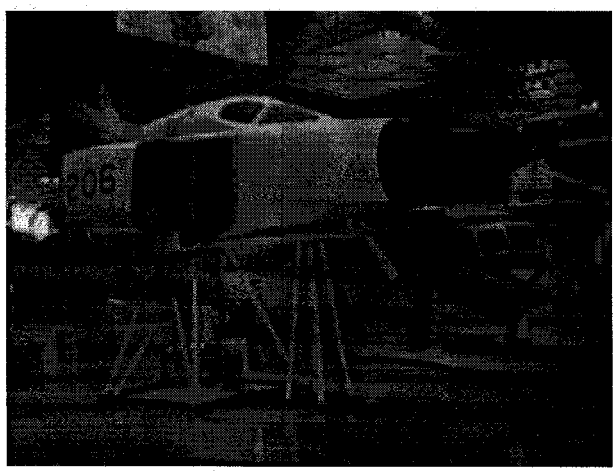
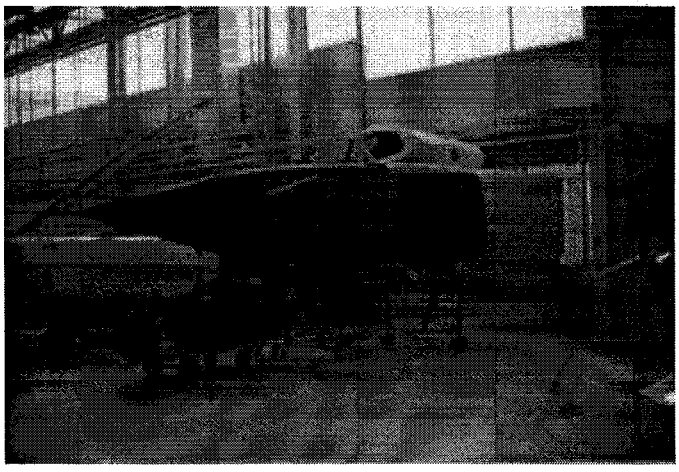
Whitcomb has appeared on television during his election campaign and filmed, of him speaking about Avro's space program and the later con Avro's engineers to NASA's space program, for the cable specialty ch work is featured at essentially every major Canadian Aviation Museum displayed at the Canadian National Aviation Museum and the Imperial as Duxford and Hendon Museums in Great Britain, and others. He has b on the cover of Airforce Magazine, and his work included in several newspapers and other media.

Whitcomb is interested in speaking on some of the above subjects, in political and geo-economic subjects, and is available for shows of h book.

Jim Floyd, former V.P. and Director Engineering for Avro Aircraft, R Avro Chief Test Pilot Donald H. Rogers during the launch of Randall' Aircraft & Cold War Aviation and two new editions at Collector's Lan Ontario. Randall seems happy to be in the company of such legends an beings.

Write to Randall

Avro Arrow and CDN Aerospace Message Board

FILE
ARROW
Author + ARTIST
Randy Whitcomb.

Re(3): avro arrow research

IP: 209.226.121.102
Posted on January 12, 2006 at 10:46:10 PM by Mikester

I saw this summary of the Arrow on Ebay of all places:

The CF-105 Avro Arrow was:

1) First a/c designed with digital computers being used for both aerodynamic analysis and designing the structural matrix (and a whole lot more).

2) First a/c design to have major components machined by CNC (computer numeric control); i.e., from electronic data which controlled the machine.

3) First a/c to be developed using an early form of "computational fluid dynamics" with an integrated "lifting body" type of theory rather than the typical (and obsolete) "blade element" theory.

4) First a/c to have marginal stability designed into the pitch axis for better maneuverability, speed and altitude performance.

5) First a/c to have negative stability designed into the yaw axis to save weight and cut drag, also boosting performance.

6) First a/c to fly on an electronic signal from the stick and pedals. i.e., first fly-by-wire a/c.

7) First a/c to fly with fly by wire AND artificial feedback (feel). Not even the first F-16's had this.

8) First a/c designed to be data-link flyable from the ground.

9) First a/c designed with integrated navigation, weapons release, automatic search and track radar, datalink inputs, home-on-jamming, infrared detection, electronic countermeasures and counter-countermeasures operating through a DIGITAL brain.

10) First high wing jet fighter that made the entire upper surface a lifting body. The F-15, F-22, Su-27 etc., MiG-29, MiG 25 and others certainly used that idea.

11) First sophisticated bleed-bypass system for both intake AND engine/exhaust. Everybody uses that now.

12) First by-pass engine design. (all current fighters have by-pass engines).

13) First combination of the last two points with an "ejector" nozzle that used the bypass air to create thrust at the exhaust nozzle while also improving intake flow. The F-106 didn't even have a nozzle, just a pipe.

14) Use of Titanium for significant portions of the aircraft structure and engine.

15) Use of composites (not the first, but they made thoughtful use of them and were researching and engineering new ones).

16) Use of a drooped leading edge and aerodynamic "twist" on the wing.

17) Use of engines at the rear to allow both a lighter structure and significant payload at the centre of gravity. Everybody copied that.

18) Use of a LONG internal weapons bay to allow carriage of specialized, long-range standoff and cruise missiles. (not copied yet really)

19) Integration of ground-mapping radar and the radar altimeter plus flight control system to allow a seriousstrike/reconnaissance role. The first to propose an aircraft be equally adept at those roles while being THE air-superiority fighter at the same time. (Few have even tried to copy that, although the F-15E is an interesting exception.)

20) First missile armed a/c to have a combat weight thrust to weight ratio approaching 1 to 1. Few have been able to copy that.

21) First flying 4,000 psi hydraulic system to allow lighter and smaller components.

22) First oxygen-injection re-light system.

23) First engine to have only two main bearing assemblies on a two-shaft design.

24) First to use a variable stator on a two-shaft engine.

25) First use of a trans-sonic first compressor stage on a turbojet engine.

26) First "hot-streak" type of afterburner ignition.

27) First engine to use only 10 compressor sections in a two-shaft design. (The competition was using 17!!)

Replies:

- Re(4): avro arrow research - By **Peter B** *January 12, 2006 at 11:24:03 PM*
  - Re(5): avro arrow research - By **arrowrec1** *January 13, 2006 at 12:44:49 PM*

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