

Stanley Haddon Maynard

b. Southampton, England (September 21, 1918)

d. Colorado Springs, USA (December 25, 2012)

Avro Canada employee

April 1956 - February 20, 1959

Stanley H. Maynard was born in Southampton, the son of a Woolston jeweller and watchmaker, one of seven children. He served with the Royal Electrical and Mechanical Engineers during the Second World War, from 1940 through 1946. After the war he was a draughtsman at Folland Aircraft in Southampton, working on their single-seat subsonic fighter and training aircraft, the Gnat (the prototype's first flight was in July 1955).



On November 5, 1949 he married Edna (née Lyons), born in 1922. Their son Michael was born in 1951, and daughter Carol three years later. Frustrated with the lack of opportunity in post-war Britain, he attended an Avro Canada recruitment event in Southampton, but Edna, an only child, was not supportive of a move to Canada. Stanley persisted and subsequently took the train to London for another Avro recruitment event, where he was offered a position as a design engineer.

The family sailed in April 1956 from Southampton to New York on the Cunard liner RMS Queen Mary, and then took the train to Toronto. Stanley checked in with Avro upon arrival at a Toronto hotel – and was told there would be no time to settle in, he was to report for work the next day! For the first few months the family lived in an apartment on Keele Street in Toronto, just south of ongoing construction of the new Hwy 401, but they soon moved into a new home in Milton. Stanley shared the commute into the Avro plant at Malton with fellow employees, including many expatriate staff from Britain's aircraft industry. The photo below is Stanley with his children Michael and Carol during a 1957 Lake Huron visit.

A highlight of his Avro experience was the rollout of the first Arrow on October 4, 1957, when staff were allowed to stand on the roof of the Malton factory to watch – along with 13,000 special guests invited for the event – as CF-105 successfully rolled down the runway and into history. Towards the end of his time at Avro, when it was becoming clear the Conservative government of John Diefenbaker was no longer supportive of the innovative but expensive project, Stanley supervised 25 draughtsmen in a redesign of the Arrow's internal weapons bay

to accommodate bombs. The intent was to transform the supersonic interceptor, designed to halt any incursion into northern Canadian airspace by Russian bombers, into a supersonic bomber. This was Avro's attempt to generate international sales and convince government the plane was worth the investment.

But following government cancellation of the Arrow contract, Stanley, along with all Avro staff, was abruptly dismissed on Friday, February 20, 1959, now known as 'Black Friday' (an estimated 30,000 highly skilled Avro staff and sub-contractors were terminated that day). Stanley worked as a door-to-door vacuum cleaner salesman for several weeks before he was offered a contract that summer, with about 40 other former Avro design engineers, to work on the F-104 Starfighter at Lockheed's plant in Burbank, California. The family's Milton home was sold at a loss and most of their household goods and furnishings were sold by auction, and the family moved to the U.S.A.

Unlike the Arrow, the Starfighter (first flight 1956) was not an easy airplane to fly, especially at high speed low level flight, and 115 pilot deaths led to the fighter jet being called the "Widow Maker." Lockheed had to bribe foreign governments to ensure sales. When his contract ended, Stanley and family returned to England where he worked again at Folland Aircraft (now part of British Aerospace).

In 1960 he was invited to join former Avro Canada employees Ray Nash, Bob Day and Gordon Hewson back in Canada in Fort William, Ontario (renamed Thunder Bay in 1970) at their new startup firm, Seabar Equipment Ltd. The team of four aircraft engineers designed a grain boxcar 'dumper,' an innovative approach to improve efficiencies in downloading western Canadian grain from railroad boxcars to Searle Grain Company elevators, ready for transport via the recently opened St. Lawrence Seaway to Montréal. Rather than 10 unionized workers manually sweeping out grain from each boxcar into iconic 'Lakehead' grain elevators, the dumper only required one operator using large pneumatic cylinders to facilitate fore and aft and sideways movements of a boxcar, cleaning out each one in just four minutes. In 1963 the design was patented and Dorr-Oliver-Long, a manufacturing company based in Orillia, Ontario was beginning to build the first unit. But pressure from the unions convinced Searle to cancel the project.

From 1962 to 1964 Stanley worked in Toronto on the DHC-4 Caribou, de Havilland Canada's Short Takeoff and Landing (STOL) military transport, and then its successor, the even more impressive DHC-5 Buffalo (first flight April 1964).

Offered a full-time position as a Research and Development Engineer for Dorr-Oliver-Long, he moved the family to Orillia and worked on what he called the highlight of his career – the design of a 'dam climber,' a self-propelled workplace elevator used during construction of

Québec's Manicouagan 5 dam (now called the Daniel-Johnson Dam). Québec was hoping to become independent of Canada, and self-sufficiency in hydro-electric energy generation was key to that vision. The dam is the largest of its kind in the world, featuring 14 buttresses and 13 arches. Dorr-Oliver-Long had been brought in to help reduce the time it took workers to reach their work sites during construction. Stanley designed a unique elevator, self-propelling itself upwards to match rising levels of poured concrete, thereby significantly reducing the amount of time it took workers to reach their worksites.

But Stanley's supervisor at Dorr-Oliver-Long submitted a Canadian patent application for the innovative design in his own name. Profoundly discouraged with this latest career setback, Stanley reached out to former colleague and friend Ray Nash. Nash had moved to the U.S.A. and was working for General Electric in Massachusetts, and he encouraged Stanley to consider moving to a country where there seemed greater appreciation and support for innovation. So in 1966 Stanley moved his family to the U.S.A. He spent the final years of his career as a design engineer for GE, working on advanced jet engines and rapid transit.

Stanley and Edna retired to Cape Cod in 1983. With its inspiring natural environment and sense of community, the Cape offered the sense of place the couple had longed for since the Arrow cancellation. They lived in Bass River for over 20 years before moving in their final years to Colorado and a retirement home close to their daughter Carol. They died within three weeks of each other in 2012 – Stanley on Christmas Day.

Confirming the wisdom of Stanley's decision to move to Canada for work at Avro, and in spite of his career setbacks, both Carol and Michael have earned graduate degrees, forged successful careers, and with their spouses have raised families. Michael has celebrated the Arrow and its impact on his father's career and family life in a series of serigraphs, and documented the Avro Canada story in a published article.

Submitted by request to the Avro Museum, Calgary
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Michael Maynard, PhD

