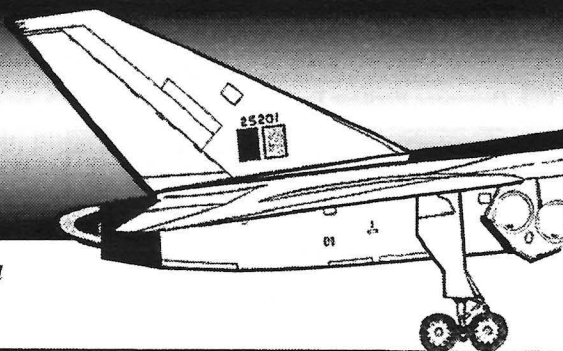


# *Pre-Flight*



*A Publication of the Aerospace Heritage Foundation of Canada  
P.O. Box 246, Etobicoke "D", Etobicoke ON M9A 4X2*

Vol. 24, No. 5

September - October 2013



from the Estate of Ruthine Beckstead

## **WOE CANADA**

by  
**Graham Chandler**

### **CONCLUSION**

The sales manager for the Allison division of General Motors said the Air Force told him it had put aside \$20 million to buy 20 Jetliners; according to Floyd's book, the U.S. Navy was also interested. But back home at Malton, all was not so rosy. The second CF-100 prototype had crashed, and production of the fighter and its engines was way behind schedule. Avro management continued to shift workers from the Jetliner to the fighter program, and transferred Floyd's chief aerodynamicist to a new, secret, all-weather, supersonic interceptor project to replace the CF-100.

Founded 1989

AHFC

Aerospace Heritage Foundation of Canada



Patron William Coyle  
President Frank Harvey  
Secretary Keith McLaren  
Treasurer Al Sablatnig  
Membership Nicholas Doran  
Director Web Michael Brigham  
Director Bill Daniels  
John Hughes  
Tim Patten  
Dave Sotzek



Legal Consultant Jerry Faivish  
Editorial Consultant John Thompson

PRE-FLIGHT Nicholas Doran  
Ted Harasymchuk

**President's mailing address:**  
1951 Rathburn Rd., E.  
Unit 199  
Mississauga ON L4W 2N9  
905-624-4909

*The Aerospace Foundation of Canada (AHFC) is a federally chartered non-for-profit organization. The current emphasis of AHFC is on Avro and Orenda. The Foundation is actively trying to locate former employees of these companies. No part of this newsletter may be reproduced without prior written permission. Opinions expressed in Pre-Flight do not necessarily reflect those of AHFC. Cash donations over \$25.00 and "gifts-in-kind" will be acknowledged by a receipt for income tax purposes. For more information on AHFC and how to support its activities, please write to:*

**Aerospace Heritage  
Foundation of Canada  
P.O. Box 246, Etobicoke D  
Etobicoke ON M9A4X2  
(416) 410-3350  
www.ahfc.org**

## President's Message

I wish to thank Nick and Ted, who continually produce Pre-Flight for the membership.

Within this issue is a very important document called "It's Later Than You Think" by John D. Thompson.

Please take the time to read the article, if you have not given any thought to the contents of the article please do not leave it until it is too late. A lot of your hard work on your collection, has been done, and it will be lost forever.

My thanks to John Thompson for the submission of this article.

*Frank*

## Woe Canada continued

The interceptor would evolve into the Arrow. Floyd's team didn't even have the manpower to engineer the installation of the Allison J33 engines the Air Force wanted. Worse, Floyd himself was asked to leave the Jetliner project to troubleshoot the fighter production line "...not the happiest period of my career" he wrote. Twisting the knife was a visit to the plant by Howe, who told Floyd, "I suggest you forget that airplane and put your energy into getting the CF-100s out" Soon afterward, a senior civil servant named Crawford Gordon, who had worked under Howe, was made Avro's president. Ironically, it was the CF-100 work that spawned a potential revival for the Jetliner. Avro was proposing to use the Hughes MG2 fire control system for the Mark IV version of the CF-100. In a 2005 interview, Floyd told me: "Crawford Gordon got the idea that Howard Hughes is good for new projects, and so why don't we get him interested in the Jetliner?" The idea was that the Jetliner would make a good flying test bed for the fighter program. "The Jetliner was nearly as fast as a CF-100, so we could put all the equipment in there and try it out." Floyd said. Hughes was well aware of the record-breaking Jetliner. His airline TWA had already evaluated it, and he was anxious to fly it.

So on April 7, 1952, the Jetliner departed Malton for Culver City, California. Among those on board were Floyd, who brought along reams of Jetliner drawings, and chief test pilot Don Rogers. After stops for fuel in Chicago and Denver, the crew arrived at Hughes' airfield the following afternoon. The next day, the billionaire arranged to meet them at their airplane. "My first impression was: Here was someone who was almost, what shall we say, a phantom." Floyd told me. "He drove up in a car, and stayed in the car about two hours talking to somebody." Finally the car door opened and Hughes walked over to meet the team. He had a quick look inside, and seemed especially interested in the cockpit layout.

The next day, Hughes wanted to fly. Rogers sat him in the co-pilot's seat. "He didn't say very much," Rogers told me in a 2005 interview. "He just took the ride in the right-hand seat for a few circuits, then I put him in the left seat for a few circuits." Rogers recounted that Hughes was a fast learner, very careful and applied just the right inputs to the Jetliner's controls. He remembered Hughes tended to make his approaches faster than necessary, in order to "feel the airplane". The entrepreneur had a cavalier disregard for flight plans and radio instructions.

"Flight plans weren't mandatory in those days," Rogers said. "He'd just take off on his own private strip and I'd be searching the sky very carefully for other aircraft."

After they landed, Hughes immediately ordered the Jetliner parked on the far side of his airfield, under a tree with guards around it. No one else was allowed near it. "His pilots never did get to fly the airplane," Rogers said. "Besides wanting to feel how the airplane performed," Hughes wanted to understand its design and engineering details, so he asked Floyd to sit down with him at a suite in the Beverly Hills Hotel. "We stretched all the drawings out on the dining room table, starting off about seven o'clock at night," Floyd recalled. "I hadn't had my dinner and it went on till about six o'clock the next morning."

In the course of talking with Hughes for 11 hours about nothing but the Jetliner, Floyd came to admire the man's engineering acumen. "My God, he really asked the questions that should be asked," he said. "He was absolutely at home with the drawings and all the things we were talking about. He came across as a very knowledgeable engineer." Floyd later got a photograph of the Jetliner that Hughes had autographed: "To Jim, with commendation for this very good design."

The airplane spent six months at Culver City, most of the time parked. Hughes rented for Rogers and his family a former ambassador's house in Coldwater Canyon with a swimming pool and fruit trees. While Rogers and the crew occasionally enjoyed a little of Hughes' renowned Hollywood party life with the ever-present starlets, Hughes made a proposal for Convair to manufacture 20 to 50 Jetliners under license for TWA's more prestigious routes.

Convair completed detailed plans that summer to deliver the first airplane by May 1954. Some say Howe intervened to quash the deal, but historian Jonathan Vance isn't so sure. "I suspect it was equal parts economic nationalism and a kind of tit-for-tat because the U.S. had put restrictions on out-of-country, defense-related manufacturing, he says. The Convair license from Avro would certainly have qualified as 'out-of-country' manufacturing. Floyd said the plan was killed when the U.S. government decided that its own military commitments must take priority in Convair's plants.

Hughes' final attempt was offering to finance Avro to build him 30 Jetliners. Howe would have no part of that. According to Floyd's book, Howe wrote to Avro, "Any such use of your floor space cannot be tolerated." The Hughes MG2 fire control system never did get installed, and Rogers was told to bring the airplane back to Toronto.

For the next few years the Jetliner became Avro's house airplane, photographing CF-100 weapons tests or pilot ejection tests. But before long, the lack of spares and the long-term maintenance issues made the Jetliner increasingly useless.

On November 23, 1956, Rogers signed out the Jetliner and took off with three passengers for a 35-minute hop out of Malton. It was his only trip that day, and before he left the office, he sat at his desk and made his logbook entry. Seventeen days later Floyd received an interoffice memo from Avro's president, ordering with great regret that the Jetliner is to be dismantled, in an appropriate fashion, as quickly and as quietly as can be done, every precaution being taken to attract as little attention as possible, and with the avoidance of any fanfare. That day, Rogers updated his recent logbook entry, adding in the Remarks column "Last Flight".

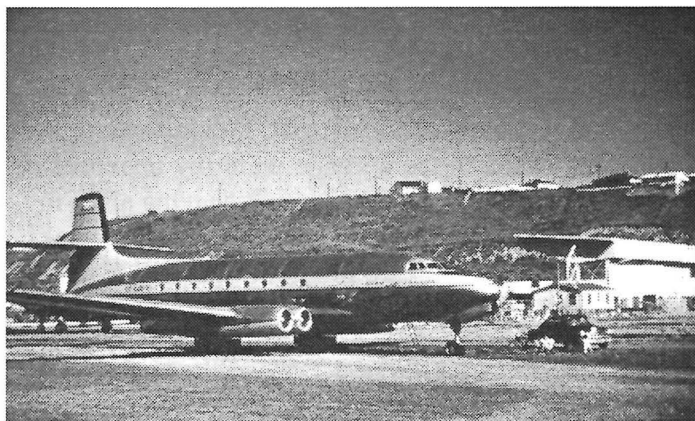
## Members Matter

Some Interesting, historical photographs were included with this article by Graham Chandler. They speak for themselves from another era of aviation, though sad for the aviation sector of Canada. Actually, it was doubly sad, first by the Jetliner cancellation and then by the dismantling of the Avro Arrow program.

These were losses of significant dimensions. Such opportunities happen but once in the lifetime of a country. That 'once' happened in the lifetime of Canada and its people. Woe Canada, indeed.

We thank those of you who sent words of appreciation, along with comments. There will be more articles about Canadian aviation, and yes, with its plusses and minuses. You can then have your own personal, balanced view of history.

*Nick*





---

## It's Later Than You Think

### **"Making sure that your Aviation Collection Survives You"**

**by John D. Thompson**

The following article is not on the cheeriest of topics it's an important one: make sure your aviation collection survives you.

Three factors led my writing on this subject.

First, the sudden death of two longtime railfan friends in 1994.

Second, the viewing of a small portion of the photo collection of the late Aubrey Mattingly, a senior member of the Bytown Railway Society, at its new location in the Smith Falls Railway Museum.

Third, recently coming across an article in the November 1984 issue of *Branchline* by Duncan du Fresne on the question of providing for one's collection after one's life is over.

Since newer readers will not have read Dunc's article, I thought I'd offer my own thoughts on the subject. While most of us, understandably, put death at the backs of our minds, and hope to reach if not exceed the proverbial three score and ten, the reality is all of us are only a heartbeat away from Eternity. Having said that, it is important for everyone, regardless of age, to have wills drawn up that clearly specify our wishes for the disposition of our collections - so those who come after us may benefit from our endeavours.

This is particularly important for aviation fans such as myself who are bachelors without any immediate family. I must confess that, despite being 50-ish, I didn't draw up a will of any sort until a couple of years ago. I suppose part of the procrastination was due to a superstitious belief that if I had a will, I would immediately "buy the farm" in a traffic accident or contract a fatal illness.

However, I've become more fatalistic as I've grown older and I finally decided that I didn't want my collection tossed in the garbage upon my unexpected demise. Therefore, I wrote out a will, leaving all of my aviation collection - slides, negatives, photos, books, publications and hardware to a long standing aviation friend. I know that he will see that my collection is well cared for. The handwritten will was passed on to my lawyer to be properly drawn up and he retains a copy and acts as my executor.

There are, of course, other avenues to follow in making arrangements for the perpetuation of your collection. You can donate it to a responsible archives such as those of the Aerospace Heritage Foundation of Canada, the National Aviation Museum, the National Archives, the Provincial Archives or some other museum or organization that will guarantee to care for your collection and make it available for further use.

You may decide to have your collection sold, in whole or in part, after your death, either to provide for your family or for a cash donation to your favourite aviation organization. If this is your choice, try to obtain a commitment from an aviation friend or acquaintance to handle the evaluation and sale of your material, working in association with your lawyer and/or executor.

I suggest that most non-aviation fans wouldn't have a clue as to the value of our collections or how to go about selling them for top dollar. I can't stress too much the importance of leaving a will, or at least a signed and preferably witnessed letter outlining your wishes concerning your collection. It's no good saying, "Oh well, my wife will know what to do with my collection when I go." Suppose you and your wife perish simultaneously in an accident? A tragic scenario, but it can and does happen.

You may think, "My collection is nothing special, no different from what other people have." This may be. However, most of us who have been in the hobby for any length of time have photos that are unique or at any rate very rare: an event that nobody else photographed or at least from a different vantage point than everyone else, be it at an airshow, a vintage aircraft or jet. In addition, you may have out of print books and other publications that would represent a valuable addition to someone's library. The reality is that airplanes are a fast-changing subject, and what is commonplace today is irreplaceable tomorrow.

Anyone who has seriously photographed aircraft has gotten hot, cold, wet, dirty, tired and frustrated in the process. The results have often been worth the effort and it's nice to know that others will benefit after one is gone, enjoying one's slides at gatherings and, perhaps, seeing one's photos in *Pre-flight* or other aviation-publication.

Take an objective look at your collection and decide about its future value for posterity in whole or in part. Make the appropriate arrangements, in writing. It's never too soon. As Dunc wrote over 3 decades ago we, as railfans or aviation fans, have what amounts to a moral obligation to do so, in roles as recorders of the aviation scene and as custodians of related printed material and artifacts.

**Think about it!**