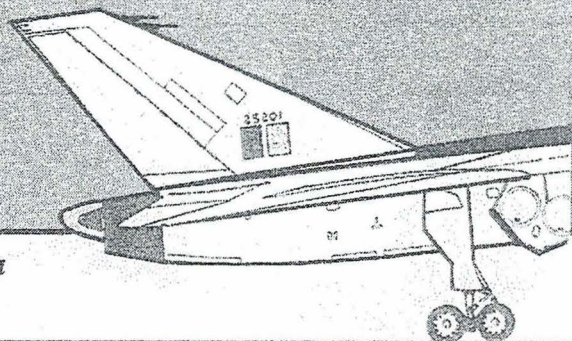


Pre-Flight

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A life fully lived: WILLIAM L. (BILL) TURNER



Husband, father, friend, church worker, aerospace worker and enthusiast. Born on November 15, 1925 in Toronto, and died of heart disease on June 13, 2000, aged 74. Upon entering a room in which Bill Turner was holding court, you could not fail to hear his booming voice and hearty laughter. He would

greet guests at his door with a warm welcome and a tremendous bear hug. No matter what the occasion, he was the life of the party. He was a larger-than-life guy, living life to the fullest. When performing in the annual musical shows at Willowdale United Church, Bill was the quintessential villain,

(cont'd on p. 3, col.1)

FOUNDED 1989

AHFC

Aerospace Heritage Foundation of Canada



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PRE-FLIGHT Ted Harasymchuk

President's mailing address:

9560 Islington Avenue
RR #3
Woodbridge ON L4L1A7
905-893-8023

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

From the President:

I'm sure everyone is glad to see the end of winter, it seemed to go on forever. Past president Nick Doran is recovering from major surgery last Friday, May 4th. I'm sure we all wish him a speedy recovery.

The year 2000 was a busy one for AHFC and while there was not a lot of publicity your Directors were kept busy. We were again invited to put on a display at the C.N.E. this time it was in conjunction with the Toronto Aerospace Museum.

The Arrow model recovery program had a quiet year, as the weather was not very co-operative for carrying out the full scale side-scan sonar search that was our intent, plus we needed to raise more funds to pay for this work. In September, at the suggestion of the Ontario Ministry, I went to visit the London group, also searching for these models. I proposed that we form a partnership which would be stronger than the two groups individually and would facilitate the sponsorship needed to fund the recovery of the models. Ultimately, our proposal was declined. However in the last few weeks we had had an enquiry from a film maker on the West Coast who may cover the cost of the sonar search in exchange for exclusivity.

In October, Senior Vice-President Frank Harvey and I, went to Winnipeg to the Canadian Aircraft Preservation Association (CAPA) conference. This organisation is now the central representative for all museums and like allow the exchange of information and artifacts between members of CAPA. In fact, equipment retired by D.N.D. will only be available to CAPA members such as AHFC. Another main point was that all levels of government would like to see closer co-operation between museums, thereby reducing the amount of administrative activity required.

The week following Treasurer Al Sablatnig and I went to Ottawa to solicit technical support when required from the Canada Aviation Museum, formerly National Museum. We were assured that assistance would be available. At the same meeting there were discussions with the Canadian Conservation Institute on the Arrow models and their recovery. As a result of the suggestions by government on consolidation, there have been discussions between AHFC, TAM, CAHS and possibly Warplane Heritage in Hamilton. A conference will be convened in early June to explore this situation.

The annual presentation to the best cadet in 845 Avro Arrow Sqdn. will henceforth be known as the 'James C. Floyd Trophy' to avoid confusion with and diminishing of the 'James C. Floyd Award'

The directors of AHFC have newly created a new trophy for the top glider pilot in 845 Air Cadet Sqdn., which with his generous permission, will be known as the 'Jan Zurakowski Trophy'. Finally, I thank all who contributed their time and effort to make year 2000 a success.

Turner, cont'd

twirling his long black mustache and daring the audience to thwart his evil mission. He was in his element on stage.

Bill knew how to do everything: plumbing, electricity, carpentry. His work was completed with precision and skill, just what one would expect from the perfection he was. Training in drafting led to a mastery of drawing and design.

The hilarious poems and songs that he wrote to mark special occasions as weddings and anniversaries were legendary. The celebration for Bill and Marguerite's 50th wedding anniversary in June of 1999 was Bill's kind of party: one big shindig, complete with poems, songs and skits.

Throughout Bill's life, his quest for knowledge about everything and anything was insatiable. Yet his true passion was the pursuit of knowledge about aviation and space. He devoted his life's work to engineering and marketing management in the major Canadian aircraft and aerospace industries.

Bill was actively involved in the early development, installation and test of many of Canada's electronic and military-weapon systems for the use in aircraft, guided missiles and rockets. He was the co-coordinator for weapons systems on the Avro Arrow. Bill pioneered the use of Canadian antennas and booms, the only foreign systems on the U.S. military and NASA's early satellites (especially the Mercury, Gemini and Apollo programs).

The highlights of Bill's career was the three years he spent at NASA's Kennedy Space Centre, co-ordinating the installation and test of the Canadarm on the space shuttle. He was the base manager for Spar Aerospace and was responsible for Canadian government relations. As a reward for Bill's exemplary work, he was honoured with the first Kennedy Space Centre International Achievement Award for the Remote Manipulator System Team set-up.

Bill's jovial personality and pig-roast luaus made him an instant success at Cape Kennedy. Some of his best friends were the astronauts who lost their lives in the Challenger shuttle disaster.

After retirement, Bill became a professional archivist and historian, participating with the Canadian Space Agency and acting as a Director of the Canadian Aviation Historical Society and the Aerospace Heritage Foundation of Canada. He strongly felt the importance and necessity of presenting Canada's unique role in aviation and space history to the public, in particular to students of all grades in Toronto schools. Bill had a special affinity with students of Marc Garneau Collegiate where he loved to speak on aerospace. Bill made Canadian aerospace achievements come alive, worthy of pride. To honour Bill's exceptional contribution to the Marc Garneau students' understanding Canada's role in space, the William L. Turner Scholarship Award was created and has already been presented to its first recipient.

Space was Bill's passion, but he also treasured his

family and friends. His grand-children were the "apples of his eye". He also leaves his wife, Marguerite; son, Craig and daughter-in-law, Victoria Smith; and daughter, Cheryl, and son-in-law, Alastair Borthwick.

— Cheryl Borthwick

Cheryl Borthwick is Bill Turner's daughter.

Membership Matters Letter File

Dear Nick,

I have received the January - February issue of Pre-Flight and read with great interest the article by your president, Ian Farrar. I felt a certain kinship with Ian because we both toiled for Avro, although my contribution as Captain of the Avro DC-3 was of a much minor nature.

The names of the bright engineering lights such as Jim Floyd, Ernie Alderton and others were frequently on my passenger list of the company DC-3.

I note that Ian was with Orenda Engines for forty years. We are indeed fortunate to have a gentleman of such stature at the helm of our organization. We flew Orenda people many times, including famous wartime pilot, Paul Davoud, who became Chariman of the Air Transport Board of Canada.

I'll mention a couple of interesting items from my time at Avro.

On February 2, 1959, Peter Cope, Avro Experimental Test Pilot, was up locally in Arrow 204. Upon returning to Malton Airport, he found that a Trans-Canada Airlines Viscount had folded its undercarriage and slid to a halt right at the intersections of runways 10-28 and 14-32, thus effectively closing the airport to large high performance aircraft such as Peter's Arrow. It was decided to have Peter proceed to RCAF Station Trenton and land there, which he did. This created a sensation at Trenton and brought all serving personnel out of the woodwork to see the beautiful monster.

I was detailed to accompany Chief Pilot Don



Rogers in the Avro DC-3 to pick Peter up and bring him home to Malton. The following day, I and Len Hobbs, another Avro Test Pilot, flew the DC-3 back to Trenton with Spud Potocki on board, so that Spud could bring 204 back home. This was the one and only time an Arrow landed somewhere other than home base at Malton.

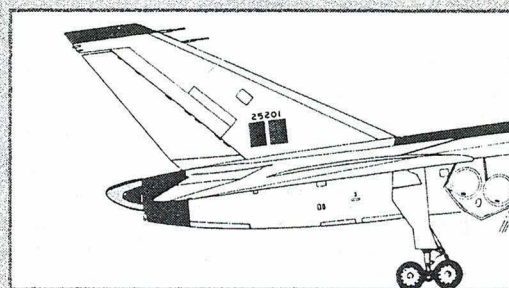
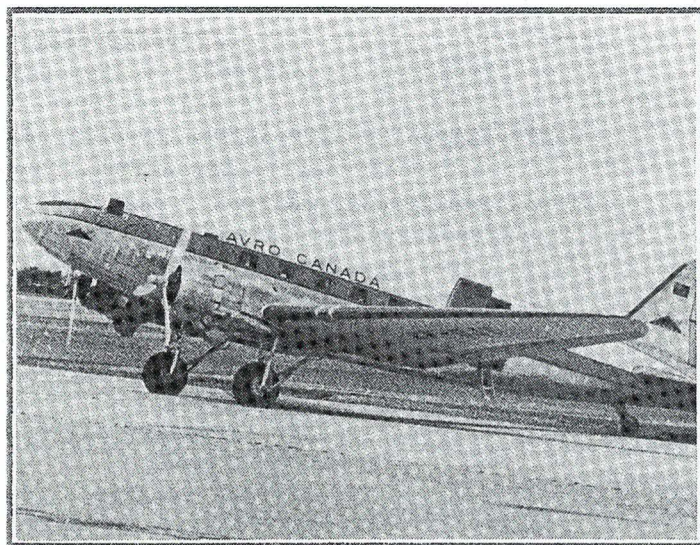
Another time I was flying the noble bird from Toronto to Bagotville with a load of Avro executives and wives who were to participate in some celebrations at the Officers Mess of the RCAF station. We arrived on a cold winter's night overhead the Bagotville airport, only to find the ceiling at about 400 feet and visibility about a mile in snow and blowing snow. Well, the only IFR approach available was an NDB approach, which was tailored to jet fighters.

We were radar vectored many miles to the northwest - in this snow storm - and brought down from 9,000 feet in 500-foot increments. During this long approach, down, down into the mountainous terrain, in a turbulent blizzard, my wife, who was one of the invitees, came up to the cockpit and said to me, "My stomach is feeling a little queezy. Can I have a cookie or something?" I'm afraid I growled something like, "We're pretty busy up here. Better go back and buckle up!"

We did land successfully and everyone had a marvelous time except the crew, who had to remain stone cold sober for the return flight. @#%&*!

Such was life for the poor corporate pilot.

- Bill Devine



**Aerospace Heritage Foundation
of
Canada**

ANNUAL GENERAL MEETING

will be held

on

Saturday, June 16, 2001

at

10:00 am

in the

Upper Room

**Toronto Aerospace Museum
Downsview**

Guest Speaker:

Louis Badone

**"Materials used in building
the Arrow"**

Refreshments afterwards.

**Members are cordially invited
to attend,
participate
and
elect
the new members
of
the Board of Directors**