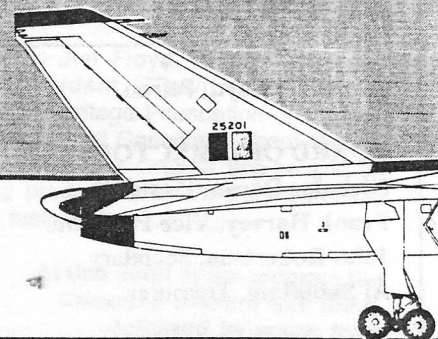


Pre-Flight



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CF-100 Canuck, No. 18619, Restored and Airborne!



*The mission of the Aerospace Heritage Foundation of Canada is to accurately document
Canada's achievements and exploits in aviation and aerospace and to preserve them
for future generations.*

RL 892-1995

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The Aerospace Heritage Foundation of Canada (AHFC) is a federally-chartered not-for-profit organization. While the current emphasis is on Avro and Orenda, the future activities of the Foundation will cover the complete history of Canadian aviation.

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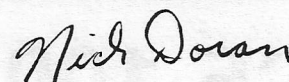
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FROM THE PRESIDENT

As we approach the end of the year, let's look back briefly at the achievements of the Foundation. Through your general support, AHFC has reduced its debt and has accomplished a major project bringing well-deserved publicity to AHFC.

As we look forward to the new year, we shall strive to enlarge our educational and research program as one of our major goals.

I wish each and everyone of you and your family a happy and safe holiday season and a health and prosperous New Year.



Nick Doran, President AHFC

"It was a great day ... in spite of the rain!"

Remembrance Day '95. At 1:00 pm, it was more than raining. As Bill Turner put it, "It didn't rain. It poured!" But this did not stop the air cadets from **845 Avro**

Arrow Squadron. They arrived by bus, right on time, and then promptly stepped out into the downpour to form up. With the colour guard in front and with the band playing, the squadron marched to just under the nose of the CF-100 and stood at attention in a semi-circle. The distinguished guests braved the downpour and patiently waited until **Steve Edgar**, coordinator of the restoration project, introduced himself and welcomed everyone. The ribbon was quickly cut and then all proceeded rather swiftly to the Legion hall. The air cadets marched with **Tom MacMillan** and his wife, **Councillor Frank McKechnie** and **Mike Filey**, Toronto historian following (yes, in the rain) - and with the rest taking their cars. A formal opening not to be quickly forgotten - at least by those who braved the elements. **Nick Doran** reporting a week later about the ribbon-cutting, was able to recall most of the details with no difficulty at all. "It was impressive! No. 18619 looked great, even in the rain!"

The interior of the Legion hall was appropriately decorated with a poppy motif and was prepared for the influx of people. While everyone was settling in, the cadet band played several short numbers, after which **Bill Turner**, as the MC of the program, and standing against a background of poppies and flags, welcomed everyone. He then introduced **Frank McKechnie**, councillor for Ward 5 in Mississauga. Frank is a former Avro employer and a great supporter of the Canadian aerospace industry. Next to speak was **Jan Zurakowski**, who was closely involved with the CF-100 development program. Then **Steve Fisher**, a young engineer at McDonnell-Douglas, spoke briefly about the history of the Avro buildings, from the swamp then to the modern buildings now. He noted that M-D has carried on the tradition of excellence in the aero industry in Malton over the years. **Bill Coyle** was next introduced. Bill is the vice-president in charge of Canadian government affairs and business development at AlliedSignal. He too was an Avro employee, helping in the development of the weapons system. Bill is especially supportive of Canadian entrepreneurship and, of course, Canadian aerospace, and AHFC.

Steve Edgar's Address

Steve Edgar, who worked with such energy and enthusiasm as the one in charge of the Restoration Project, spoke with emotion and pride as a Canadian. His father, grandfather and great-grandfather fought to defend Canada in the last and present centuries. And back one more generation, his great-great grandfather, Sir James Edgar, was a former MP and Speaker of the House of Commons.

"I stand before you today," Steve underlined, "one ... proud ... Canadian." It had to be stressed that the project was 100% funded by individuals, corporations, non-profit organizations and associations. There was absolutely no money from any level of government. However, Steve decried the fact that literally millions of dollars are available to fund special group projects, especially major ones like bilingualism and multiculturalism. As a result, accurate information and knowledge of Canadian history, culture and values are left by the wayside.

"... they have no trouble finding literally millions of dollars to fund special interest groups ..."

He drew special attention to the fact that Canadians have much of which to be proud. In the 1950s, for about 10 years, Malton was the centre of the world in advanced aerospace engineering! Canadians produced great aircraft like the the Avro Jetliner, the Avro Arrow, and the Orenda Iroquois jet engine that should have had the opportunity to test the stratosphere. They have worked on satellites and space components. Yet through the thoughtless action of the myopic government in 1959, the advanced aerospace achievements were destroyed and eradicated, as well as " ... some of our best and brightest engineering minds, scattered like dust to the four corners of the world."

He also expressed pride and satisfaction to have been involved in the restoration project. He especially noted the great support and encouragement from so many people. He then proceeded to name those who made the restoration possible: the generous donors, the aerospace companies (**McDonnell-Douglas**, **AlliedSignal**, **Orenda**) plus the many volunteer individuals, the professionals who cleaned the CF-100 (**Rick Meloff**) and who brought the buffing pads and compound (**Paul Embury** of SPEC Distribution) and who took out the bumps and dents and fixed the holes (**James Reed** from Canadian Airlines). Steve thanked **Tom McMillan** from McMillan & Saunders Volvo, Councillor **Frank McKechnie** from the City of Mississauga and numerous others.

Special thanks was given to **Jim Floyd**, AHFC Patron and **Nick Doran**, AHFC President. Then Steve Edgar concluded, "The Aerospace Heritage Foundation of Canada is mandated to tell the truth to all Canadians about the the Avro Jetliner, the Avro Arrow, the Orenda engine and so many other world-beating products that are truly Canadian achievements." Truly an historic day.

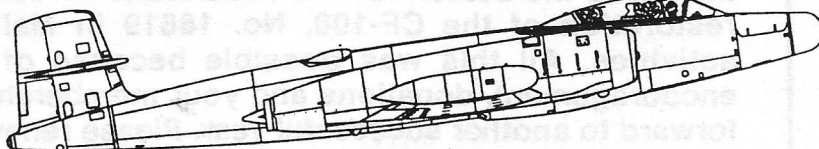
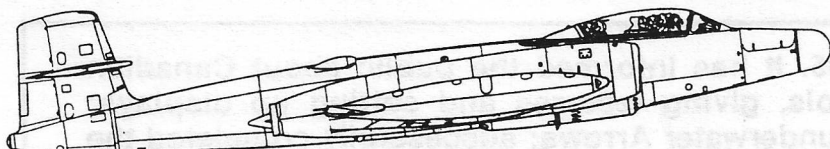


At this point in the program, the Canadian anthem was sung, followed by music from the air cadet band.

The Master of Ceremonies (MC) Bill Turner made some acknowledgements: Rick Meloff, who was responsible for the cleaning and surface protection on the CF-100; Corporals **Lorne Schaump** and **William Ferguson** who did the precise lettering, detailing and decals and went 'way beyond the call of duty; **Stan Haswell**, one of the test pilots on the CF-100; AHFC Patron, **Jim Floyd**; **Don Stanker**, who flew 18619 (it's in his logbook); **Tom McMillan** who made a major donation; **McDonnell-Douglas Supervisors Association (MCSA)**, who also made a special donation; **Don Rogers**; **Jim Irwin**, president of the Air Force Association of Canada (AFAC). Jim spoke briefly and acknowledge the role of Canadian air cadets.

A general report on the status of the Arrow Model Recovery Project (AMRP) was given by **Bob Saunders**. His report was encouraging because preliminary studies have shown that the lake bottom is fortuitously relatively stable and undisturbed. The team was able to cover approximately one-fifth of the search area. As a result, several target areas will be covered next spring, using both remotely-operated vehicles and divers. The probability of locating some of the models is high because specific areas are designated to be covered by using advanced remote sensing techniques. When the underwater Arrows are recovered, they will be restored and made available for educational purposes as Canadian historical artifacts.

Wrapping up the afternoon, Bill Turner invited everyone to stay for the lunch provided by the gracious host, the **Royal Canadian (Malton) Legion**. He also encouraged those present to take advantage of the opportunity for autographs, photos, and hangar flying, that Jim Floyd, Jan Zurakowski, et al. would make themselves available. Then the lunch was served; the people talked, took photos, there was a press conference – and the time passed all too quickly. But isn't that what happens when the people are pleasant, the atmosphere congenial and the occasion is special? By the way, by this time the rain had stopped. Almost.



CF-DJT:

Avro's

DC-3

"Dakota"

"For those of you who know aircraft requirements, we picked CF-DJT (photo right). It turned out to be a pretty darn good DC-3!"



Just to refresh your memory, the above aircraft was one of 10,655 built between 1935 and 1946. Designed in USA, the prototype first flew on December 17, 1935. Soon afterwards, it was put into full production, with deliveries to American Airlines beginning June 25, 1936. Originally, it was meant to be a short-range passenger and freight transport. The power plant was two 1200 shp, Pratt & Whitney R-1830-92 Twin Wasp air-cooled radial engines. The DC-3 has a wingspan of 95 feet, its length is 64 feet, and it is 16 feet high at the cockpit. Its wing area is 987 sq.ft. Under full throttle, its speed was 215 mph and it had an economical cruise of 165 mph.

Fully loaded, its range was 300 miles (483 km). If it had to, the Dakota could fly over 1000 miles but with maximum petrol onboard. Typical operating weight, maximum take-off was 28,000 pounds (30 passengers plus baggage) but had to burn off at least 1000 lbs. of fuel before landing. Two flight crew were needed to fly the DC-3, and as many later attested, it was a privilege to do so. Interestingly, 28 Dakotas were built from spare parts after WW II and were designated DC-3D. At the beginning of 1980, about 500 were still in airline service!

As an airliner, the DC-3 was a great aircraft, efficient and comfortable and not too noisy. It flew steady and felt solid; the paying passengers loved it. It was the best airliner around before WW II. During the war, it was used to haul

just about anything within its design parameters - and then often, just a bit more. After the war, it fulfilled the same role; it truly was the backbone of the air transport industry in Canada and USA, if not the world. The DC-3 proved itself to be just about indestructible and is still being used by some Third World countries as an important part of their air transportation structure.

Stan Haswell recalls the purchase of CF-DJT. "Don Rogers had been down in California with the Jetliner for Howard Hughes. Avro eventually called him back because it needed him. We were going to buy a DC-3 for the company. As I had quite a bit of Dakota experience, Don asked me to go down with him to pick one out. For those of you who know aircraft requirements, we picked CF-DJT (photo above). It turned out to be a pretty darn good DC-3. I flew it with Denny Young as co-pilot, and as co-pilot to Don when we had VIPs onboard."

Ed. Note:

The photograph of Avro DC-3, CF-DJT, is courtesy of the Jack McNulty collection through his son, Gord McNulty, AFHC #78. Gord was going through some of his father's aviation photos and came across the one of Avro's DC-3. Gord thinks it was with Avro from 1953 to 1959. Perhaps some AHFC members can shed more information about this aircraft and its time with Avro.

AHFC has done a lot in 1995. It has informed the public about Canadian aerospace by visiting schools, giving lectures and setting up displays; advanced the search for the underwater Arrows; successfully completed the restoration of the CF-100, No. 18619 in Malton, just to name the major activities. All this was possible because of your support through your encouragement, donations and your membership in the Foundation. We look forward to another successful year. Please renew!