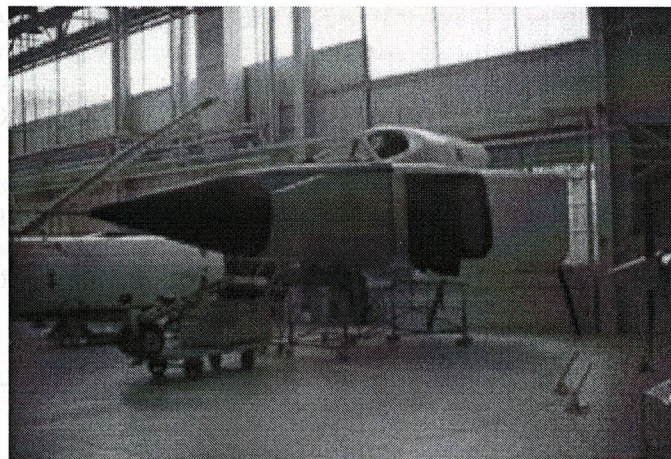


Avro Arrow and CDN Aerospace Message Board



[Free polls from Pollhost.com](#)

What type or types of Transport aircraft does Canada Need?

- ☐ A mixed fleet of heavy and "light" transports: e.g. "Hercs" and larger planes
☐ Acquire a new fleet of Hercules aircraft for all purposes. ☐ C-17 ☐ One of the Antonov type of transport planes ☐ The New Airbus Heavy Transport ☐ Bring back the Buffalo!

[[Avro Arrow and CDN Aerospace's Message Board](#) | [Search](#) | [Register](#) | [Who's Online](#) | [Avro Arrow and CDN Aerospace](#)]

[[Login](#)]

Aircraft Mechanic Program

Learn to be an Aircraft Mechanic Hands-On Training-More Info Here!
www.go2WyoTech.com

Military Aircraft

Explore Your World w/ Discovery HD, Canada's First 24-hour Network!
discoveryHD.ca

Ads by Goooooogle

Advertise

S/L Bill Waterton Passes Away

IP: 24.76.184.221

Posted on July 27, 2006 at 09:21:26 AM by [billzuk](#)

S/L Bill Waterton, the original test pilot of the CF-100 project recently passed away. Bill was born in Camrose, Alberta 18 March 1916, but joined the RAF to fly in the Second World War. Appointed Acting Pilot Officer on Probation, RAF, 10 June 1939, he served in No.242 Squadron from 20 November 1939 to 20 August 1940. Following instructional duties, he ferried Boston BZ386 to Britain, April 1943.

Bill was awarded the Air Force Cross (1942) and Bar (1946) for service in wartime and postwar, also a George Medal (1952) as a civilian test pilot. Postwar, he was part of the RAF High Speed Flight, a group that was determined to keep the world's speed record in Britain. On Sept. 7, 1946

S/L Waterton flew his Gloster Meteor IV at an average speed of 988 km/h. He left the RAF in the same year to become a test pilot on the Meteor at Gloster Aircraft in the UK, later promoted to chief test pilot of the company. While at Glosters, he set a Paris-London speed record on 16 January 1947.

Through an arrangement with the Hawker Siddely Group, Bill was loaned to Avro Canada to become the test pilot of the XC-100. He stayed with A.V. Roe Canada until 7 February 1951, returning to Gloster to continue test flying the Javelin fighter. He retired from active flying in the 1960s to become an aviation consultant and journalist, writing his autobiography "The Quick and the Dead" as well as co-authoring a book on the DH Comet crashes, the "Comet Riddles."

He retired to Canada to Owen Sound where he passed away on 17 April, 2006. Known as an irascible and colourful character, Bill certainly lived up to his reputation; no one could forget seeing his trademark handlebar moustache. Sometimes he left people with the impression that he was a hero-pilot, nevertheless he remained one of the most influential test pilots Canada has ever produced.

Bill... in my other life, a meek and mild librarian... Zuk

Replies:

There have been no replies.

You must register before you can post on this board. You can [register here](#).

Post a reply:Username: Password: Email: Subject: Message: Link Name: Link URL: Image URL:

[Return to the Avro Arrow and Canadian Aerospace Home Page.](#)