



ARROW RECOVERY CANADA

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| INTERESTING INFO | RANDALL WHITCOMB | PALMIRO CAMPAGNA |

Jack Woodman



He was born in Saskatoon, Saskatchewan, Canada on May 14, 1925 and joined the Royal Canadian Air Force after graduating high school. Trained as an aerial gunner, he shipped to England in June 1944 in the RCAF Bomber Command. He completed 23 combat missions on British built Halifax and Lancaster bombers. He was enroute to the Pacific theater, as on VJ day. He left the RCAF shortly thereafter for the University of Saskatchewan's 1 year general-engineering training, but rejoined the RCAF in 1948 for pilot training.

Woodman eventually became Canada's representative to the Empire Test Pilot's School in England where he tested numerous types of aircraft, including the Vampire, Lancaster, Otter and Chipmunk. He was instrumental in testing the first Canadian designed jet fighter, CF-100 and flew demonstrations at the Paris Air Show with it. He became project pilot of the Mach 2 Avro CF-105, interceptor, and he was the first military pilot to fly the Arrow aircraft. In January of 1960 he transferred to California to work as a test pilot in the development of Lockheed aircraft and later held several management positions within Lockheed.

Jack died of cancer on May 16, 1967 and was inducted into the Canadian Aviation Hall of Fame for his contributions to aviation and his skills as a test pilot. Jack was survived by his wife Gladys, son Scott, and two daughters, Petie and Sally.

AVIATION TOP 100

ONLINE STORE FEATURED ITEM:

Chapter One: First Flight

March 25, 1958

At Malton, Ontario, a small suburb of Toronto, a flurry of activity had already taken place early that cloudy Tuesday morning at the A.V. Roe Canada plant. Management had announced over the loudspeakers that "non-essential" employees could leave their workplaces and come outside. Up to ten thousand employees basically ignored the distinction in job roles and took the opportunity to witness a momentous event- the first flight of their beloved Arrow. Some had already positioned themselves down the long runway verge. "The rumour went around that the Arrow was going to fly. The roof of one of the low buildings was a good vantage point and it was soon crowded with personnel." (Shaw, 1979, 57) The best locations were taken up early but from the end of the runway one of the optimal viewing areas was actually a parking lot at the end of the service road which provided access to the south hangar side. You could only see the last 3/4 of the recently extended runway as a slight rise north of the runway blocked the view of the first section. However, if you were to focus at that point, you would be able to see the magnificent delta-winged bird take off, in a spectacular leap into the air.

The Avro workers waited patiently in the airport area but a few had some special tasks to perform to record the flight. The Avro Photographic Department, directed by Lou Wise, readied fourteen camera stations on the ground. These included both normal and high-speed still and regular 16 mm. motion picture cameras. The photographers included Stu Barefoot, Cy Beard, Al Betts, Peter Brown, Fred Hopkinson, Jack Hurst, George Laidlaw, Bill McDowell, Vern Morse, Ron Northcott, Ron Nunney, Harold Roberts, Granville Stuart and Russ Thompson along with Len Goodenough and Cliff Heckel borrowed for the day from the Orenda Engines Photographic Unit.

Hugh Mackechnie, the company photographer who was usually responsible for aerial work, secured his two movie and two still cameras on the Avro CF-100 4B chase plane. Mackechnie's job would be to record the flight in black and white stills and colour slides using modified Speed Graphic cameras as well as on 16 mm. movie film. Due to the constraints of the CF-100 cockpit, the standard 4X5 Speed Graphic camera would not work well. The lenses would constantly bump against the perspex canopy. The solution was a hand-made body designed by Wise and modified by Mackechnie to become a unique camera system with a slim fiberglass body that mounted a film-pack at back and could accept Speed Graphic lenses, "along with a view finder from a Graphic mounted on the top of the body." (Wise, 2001)

The Avro CF-100 chase plane was to be flown by Wladyslaw O. "Spud" Potocki, an Avro company test pilot. Potocki put on his trademark leather flying helmet that had served him well from his war years as a Polish fighter pilot in the RAF. The other Canadair Sabre chase plane would be piloted by R.C.A.F. (Royal Canadian Air Force) F/L Jack Woodman, the Central Experimental and Proving Establishment Chief Test Pilot. Woodman was assigned to the Avro Arrow programme, serving as the RCAF acceptance pilot. He wore a special helmet with a 16 mm GSAP (Gun Sight Aiming Point) movie camera strapped to the top as a back-up to the other chase plane's cameras.

At a distance, most observers could make out the slight figure of a test pilot approaching the Arrow. He slowly walked around the rescue vehicles and fire trucks parked next to the gleaming white delta-shaped aircraft. As he walked around the perimeter of the aircraft,

12/28/01

Jack Fraser Woodman



Birthdate: May 14, 1925

Birth Place: Saskatoon, Saskatchewan

Year Inducted: 1995

Death Date: May 16, 1987

Awards: CD

"His pioneering work and internationally recognized abilities as an Experimental Test Pilot have done much to improve the safety and efficiency of both civil and military aircraft and made a significant contribution to Canadian aviation."

Jack Woodman joined the RCAF at age 18. He was selected to be an Air Gunner and went overseas upon completion of gunnery school. During his career he completed 23 operational trips in his Halifax and Lancaster aircraft before the war ended; he returned to Ontario for pilot training. Woodman eventually became

Canada's representative to the Empire Test Pilot's School in England where he tested numerous types of aircraft, including the Vampire, Lancaster, Otter and Chipmunk. He later became a test pilot with the Avro Arrow Project where he was the only military pilot to fly the Arrow aircraft. In January of 1960 he transferred to California to work as Project Pilot in the development of Lockheed aircraft and later held several management positions within the company.



Canada's Aviation Hall of Fame



Glossary

This year they will number 148

With the four to be honored at this year's Induction Ceremony, we will have 148 deserving recipients of Hall of Fame membership.

*We list them all. They are indeed an illustrious group! Many have flown to bluer skies, but the living members are *starred, and induction dates are also listed.*

In addition, there are eight recipients of the Belt of Orion, listed at the end. TKJ

Agar, Carlyle Clarke (Carl): 1973
 Archibald, William Munroe: 1973
 Armstrong, Neil J: 1973
 Audette, Julien Joseph: 1989
 Austin, John Alexander McDonald: 1975
 Baker, Ronald John: 1994
 Baker, Russell Francis: 1974
 Balchen, Bernt: 1973
 Baldwin, Frederic Walter (Casey): 1973
 *Bannock, Russell: 1983
 Barker, William George: 1973
 Bazalgette, Ian Willoughby: 1973
 Bell, Alexander Graham: 1973
 Berry, Arthur Massey (Matt): 1973
 Beurling, George Frederick (Buzz): 1973
 Bishop, William Avery (Billy): 1973
 Blakey, Thurston (Rusty): 1992
 *Boffa, Ernest Joseph: 1993
 *Bradford, Robert William: 1996
 Brintnell, Wilfred Leigh: 1975
 Bristol, Helen Marcelle: 1973
 Brown, Francis Roy: 1975
 Burbidge, Maurice (Moss): 1973
 Burke, Carl Frederick: 1981
 Capreol, Erskine Leigh: 1980
 *Cavadias, Nicholas Byron: 1996
 Caywood, Alfred Beebe: 1988
 *Clarke, Larry Denman: 1996
 Collishaw, Raymond (Collie): 1973
 Curtis, Wilfred Austin: 1984
 Davoud, Paul Yettvart: 1985
 Dickins, Clennell Haggerston (Punch): 1973
 Dodds, Robert Leslie: 1994
 *Dyment, John Talbot: 1988
 Fallow, Maurice D"Arcy Allen: 1992
 Fauquier, John Emilius (Johnny): 1973
 Finland, George Harold (Mike): 1973
 *Floyd, James Charles (Jim): 1993
 Forester, Norman Gladstone: 1973
 *Fowler, Robert Howden (Bob): 1979
 Fowler, Walter Warren: 1973
 Fox, Thomas Payne: 1983
 Foy, James Henry: 1979
 Franks, Wilbur Rounding: 1983
 Fraser, Douglas: 1990
 Fullerton, Elmer Garfield: 1973
 Garratt, Phillip Clarke: 1973

Gilbert, Walter Edwin: 1973
 Godfrey, Albert Earl: 1977
 Graham, Stuart: 1973
 Grandy, Roy Stanley: 1988
 Gray, Robert Hampton: 1973
 *Greenaway, Keith Rogers: 1973
 *Grossmith, Seth Walter: 1990
 *Halton, Harry: 1984
 Hartman, Paul Albert: 1973
 Hayter, Henry Winston (Harry): 1973
 *Heaslip, Robert Thomas (Bob): 1973
 Hobbs, Basil Deacon: 1987
 Hollick-Kenyon, Herbert: 1973
 Hopson, Herbert: 1989
 Hornell, David Ernest: 1973
 Howe, Clarence Decatur: 1975
 Hutt, Albert Edward: 1992
 Jewitt, William Gladstone: 1977
 Kennedy, Harry Marlowe: 1978
 *Knox, William George Melvin (Mel): 1973
 Lawrence, Thomas Albert: 1979
 *Leach, Wilson George: 1973
 Leckie, Robert: 1988
 *Leigh, Zebulan Lewis (Lewie): 1973
 *Lilly, Alexander John (Al): 1984
 *Lothian, George Bayliss: 1973
 Lucas, Joseph Henry: 1991
 *Luck, William Floyd Sheldon: 1980
 MacDougall, Frank Archibald: 1973
 MacGill, Elizabeth Muriel Gregory: 1983
 MacInnis, Gerald Lester: 1973
 MacLaren, Donald Roderick: 1976
 MacLeod, Merlin William: 1976
 May, Wilfred Reid (Wop): 1973
 May, William Sidney: 1978
 McCall, Fred Robert Gordon: 1977
 McConachie, George William Grant: 1973
 McCurdy, John Alexander Douglas: 1973
 McGregor, Gordon Roy: 1973
 McLean, Alexander Daniel: 1973
 McLeod, Alan Arnett: 1973
 McMillan, Stanley Ransom (Stan): 1973
 McMullen, Archibald Major (Archie): 1973
 McNair, Robert Wendell (Buck): 1990
 *Mead, Bert William: 1973
 *Michaud, Almer Leonard (Al): 1993
 Middleton, Robert Bruce: 1989
 Moar, Jack: 1973
 *Morrison, Angus Curran: 1989
 Munro, Raymond Alan: 1973
 Mynarski, Andrew Charles (Andy): 1973
 *Neal, George Arthur: 1995
 Newson, William Francis Montgomery: 1984
 Oaks, Harold Anthony (Doc): 1973
 Orr, Marion Alice: 1981
 Palmer, John Ender (Jock): 1973
 *Peel, Ronald: 1991

Phillips, George Hector Reid: 1973
 *Phipps, Welland Wilfred (Weldy): 1973
 *Plant, John Lawrence: 1985
 *Powell, Peter Geoffrey: 1990
 *Randall, Robert Cheetham (Bob): 1973
 *Rawson, Bernard Anderson (Barney): 1973
 Reid, Thomas Mayne (Pat): 1973
 *Reilly, John Hardisty (Jack): 1973
 Reilly, Moretta Fenton (Molly): 1973
 Richardson, James Armstrong: 1975
 *Richmond, Robert Dick (Dick): 1995
 *Rood, James Lindsey (Lindy): 1973
 Russell, Frank Walter: 1994
 Sanderson, William John: 1983
 *Schweitzer, Eugene Howard (Gene): 1996
 *Seagrim, Herbert Walter: 1973
 Seymour, Murton Adams: 1973
 Showler, John Gavin (Jack): 1973
 Siers, Thomas William (Tommy): 1973
 Sims, Arthur George (Tim): 1973
 Sloan, Jaohn Charles: 1973
 *Smith, Elvie Lawrence: 1993
 Stedman, Ernest Walter: 1981
 Sutherland, Alexander Mackay (Mickey): 1991
 *Taylor, Claude Ivan: 1985
 Tomlinson, Samuel Anthony (Sammy): 1973
 TransCanada Airlines: 1973
 Tripp, Leonard John: 1973
 Tudhope, John Henry (Tuddy): 1973
 Turnbull, Wallace Rupert: 1976
 Turner, Percival Stanley (Stan): 1973
 Vachon, Joseph Pierre Romeo: 1973
 *Vanhee, Archie: 1987
 *Ward, Maxwell William (Max): 1973
 *Watson, Donald Netterville (Don): 1973
 *West, Roland Burgess (Rollie): 1973
 *White, Robert Allan (Bud): 1973
 Williams, Thomas Frederic (Tommy): 1973
 Wilson, Arthur Haliburton: 1978
 Wilson, John Armistead: 1973
 *Woodman, Jack Fraser: 1995
 *Wright, Jerauld George (Jerry): 1973
 Yorath, Dennis Kestell: 1973
 Young, Franklin Inglee: 1973
 *Zurkowski, Janusz: 1973

The Belt of Orion Award for Excellence was founded in 1987 to honor organizations, groups, societies or associations which have made outstanding contributions to aviation in Canada. Recipients are:
 Canadian Air Line Pilots Association: 1988
 Air Cadet League of Canada: 1989
 Southern Alta Institute of Technology: 1990
 Ontario Ministry of Natural Resources: 1991
 Canadian Owners and Pilots Assoc: 1993
 431 (AD) Squadron--Snowbirds: 1994
 Canadian Ninety-Nines: 1995