

Frank Brame

(from telephone conversation between Frank Brame and Tim McShane, July 5, 1999)

Frank Brame was working for Northwest Industries in Edmonton when he responded to an advertisement out of Toronto for engineers to work on the Jetliner. Began work at Avro in December 1946 designing the Jetliner's wing/fuselage join. From the Jetliner project he went on to do structural tests during the development of the CF-100 Canuck. Following a two year hiatus to attend college in England, he returned to Avro to conduct flight testing on the CF-105 Arrow project. While in flight testing, his abilities were noticed by the Chief of Engineering on the Arrow project, Robert Lindley. Mr. Lindley arranged to have Mr. Brame transferred to Engineering, where he took the position of Chief of Systems. After about a year and a half as Chief of Systems, he was made Chief of Technical Design under Jim Chamberlain, a position he held for about a year and a half until the Arrow project was cancelled.

Following the cancellation of the Arrow, Mr. Brame stayed on with Avro for approximately 9 months, pursuing projects to keep the company afloat. These projects included working with Ray Umbaugh (?) to build his gyrocopters under contract, and the planning of a twin engine jet transport.

Mr. Brame then left Avro to work for Curtis-Wright. He was with Curtis-Wright for about a year, then joined Boeing. His experience with the twin engine jet transport he was working on just prior to leaving Avro was put to use in designing the Boeing 737. From the 737 Mr. Brame worked as one of three Chief Project Engineers (he was chief of Systems) on the Boeing Super Sonic Transport (SST) project until it was cancelled, and then on a Grumman/Boeing joint effort to design a space shuttle. Other projects he worked on at Boeing included the YC-14 and Y-14 projects that eventually produced current military transport aircraft, and the unrealized 7J7 propulsion system featuring jet-engine driven turboprops.

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