

PASSAGES

The Hall of Fame sends condolences to the families of recently deceased Members of the Hall.

All portraits by Irma Coucill



Thomas Paul Michael Cooper-Slipper (January 11, 1921 - February 23, 2004)

T.P.M. (Mike) Cooper Slipper, D.F.C., led a remarkable career, first as a military pilot during World War II, then as a test pilot both on engines and aircraft throughout the 1950s, and more recently as a marketing agent for a variety of public and private ventures. Mr. Cooper-Slipper earned his Distinguished Flying Cross in 1940 for purposely ramming a Dornier 17 bomber with his disabled Hurricane. In the post-war years, he became heavily involved with the testing of the new jet powered aircraft being developed in Canada, particularly with Avro Canada Ltd. and such projects as the Avro Jetliner (the first civilian jet transport in North America), CF-100 Canuck, (the first jet fighter designed and built in Canada), and also with the legendary CF 105 Arrow. Later, while in marketing, Cooper-Slipper successfully promoted the Canadian aviation industry internationally. He was inducted into Canada's Aviation Hall of Fame in 2003.



Clarence Rupert Dunlap (January 1, 1908 - October 19, 2003)

The accomplishments of Clarence Dunlap, C.B.E., C.D.**, B.Sc., D.C.L. (Hon.), D. Eng. (Hon.), and the positions which he subsequently held, are nothing short of awe inspiring. He was in command of military operations not only within Canada but at the highest levels internationally, at a time when the very nature of our modern world was being heavily influenced by the results of the military decision-making of the time. Some of his more illustrious titles include Air Marshal on assignment to the position of Deputy Chief of Air Staff (Operations) at Supreme Headquarters Allied Powers Europe (SHAPE), (1958), Chief of the Air Staff of the RCAF, (1962), and Deputy Commander in Chief of the North American Air Defence Command (NORAD), (1964). He was inducted into Canada's Aviation Hall of Fame in 2002.



Harry Halton (January 24, 1922 - December 17, 2003)

A designer and engineer of the highest caliber, Harry Halton, B.Sc., claimed a long list of accomplishments which include, beginning in the mid-1960s, managing the design and development of specific Canadair products such as the CL-215 Water Bomber, then later in the 1970s overseeing all design and engineering at that company. A particular project which brought Mr. Halton much acclaim was his role in overseeing all aspects of production of the CL-600 Challenger aircraft. In 1975, he underwent what was supposed to be a routine surgical procedure, but sadly came out a paraplegic. The limitations this posed for him, however, did not prevent him from continuing to lead an illustrious career for eight more years before retiring from Canadair in 1983. Mr. Halton was inducted into Canada's Aviation Hall of Fame in 1984.



Walter McDonald McLeish (September 28, 1920- January 5, 2004)

Walter McLeish was only a Member of the Hall of Fame for a year before he passed away. However, in that short time, he took it very seriously. Walter was very keen to be involved in the Hall of Fame, and if his previous successes in his career as a leader in civilian aviation administration are any indication of the kind of talent he would have brought to CAHF, then our loss here at the hall is great indeed. Mr. McLeish began his career as an aeronautical engineer. However, it was in administration where Mr. McLeish had his most noteworthy accomplishments. Many of the policies and management systems in Canadian civil aviation which have allowed safe travel for millions of people were projects Mr. McLeish worked on, and often oversaw. He was inducted into Canada's Aviation Hall of Fame in 2003.

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Reginald John Lane (January 4, 1920 - October 2, 2003)

After serving with distinction during World War II, earning a DFC and Bar, Reginald Lane went on to distinguish himself in peacetime service as well. He served in several capacities at RCAF HQ in Ottawa and he was also Commanding Officer of RCAF Station Edmonton. Lane was promoted to Air Commodore in 1958 and became Chief of Plans and Intelligence at RCAF HQ. In 1966 he was promoted to Air Vice Marshal and transferred to Metz, France, to take command of 1 Air Division HQ. He was promoted to Lieutenant General in 1972 and became Deputy Commander in Chief of NORAD. He was also made an Officer of the Legion of Merit (USA). Lieutenant General Lane retired in 1976 and settled in Victoria, where he continued to serve with distinction. He was inducted into Canada's Aviation Hall of Fame in 2000. Lieutenant General Reginald Lane passed away in Victoria, BC, on October 2, 2003.



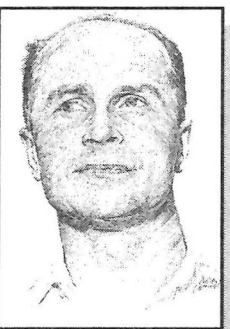
Angus Curran Morrison (April 22, 1919 - June 30, 2003)

Angus Morrison was born in Toronto on April 22, 1919. As Executive Director, President, and later Chief Executive Officer of the Air Transport Association of Canada (ATAC), Mr. Morrison was recognized for his contribution to the development of the aviation industry in Canada. He received numerous awards and honours for his work, including the Paul Tissandier Diploma from the Fédération Aéronautique Internationale (ATAC received the Diploma of Honour from the Fédération Aéronautique Internationale in 1977 for its achievements under Mr. Morrison's leadership). He was made an honorary life member of ATAC upon his retirement in 1985 and won the C.D. Howe award from the Canadian Aeronautics and Space Institute in 1986. He was also an Associate Fellow of the Canadian Aeronautics and Space Institute. He was inducted into Canada's Aviation Hall of Fame in 1989. Mr. Morrison was an active participant on the Hall of Fame's Nomination Review Committee. He passed away on June 30, 2003.



John Hardisty "Jack" Reilly (March 1, 1921 - September 2, 2003)

Known locally as "Captain Jack," Jack Reilly was a familiar face around the Hall of Fame, as he lived in Westeros, only a few miles away from Wetaskiwin. He was actively involved in the formation of the Hall of Fame, and was among the very first Inductees to the Hall in 1974. Jack logged well over 30,000 hours and captained more than 70 different types of aircraft during his long career. Along with his wife, Molly Reilly, who predeceased him, he was one-half of the only husband-and-wife Members of the Hall. Jack was an enthusiastic supporter of, and frequent visitor to, the Hall of Fame and the Reynolds-Alberta Museum. RAM Volunteer Coordinator, Dale Quinn, summarized the feelings of everyone here at RAM and the Hall of Fame, saying, "His accomplishments are one thing, but the man was something else." He passed away in Wetaskiwin on September 2, 2003.



Janusz Zurakowski (September 12, 1914 - February 9, 2004)

A Russian-born immigrant to Canada, Jan Zurakowski began his career in aviation in Poland in the early 1930s, and at the outbreak of the Second World War he found himself flying against the Luftwaffe in outmoded and obsolete Polish training aircraft, which in his hands still proved to be a lethal threat to the German planes. Towards the end of the war in 1945, he underwent test pilot training in England, which would become his vocation for the next fifteen years. He immigrated to Canada in 1952 and joined Avro Aircraft Ltd. as chief development pilot. There, he oversaw and carried out much testing, particularly on the CF-100 aircraft, a plane with which he broke the sound barrier. It was the first Canadian design to reach that speed. On March 25, 1958 he piloted the maiden flight of the Avro CF-105 Arrow. Two years later he retired from aviation to work in the tourist business in Ontario. He was inducted into Canada's Aviation Hall of Fame in 1974.