

Ernie Booth

The following information was provided by Dave Booth:

I know that the death of the Arrow (aka CF-105) project haunted my father all his working life and into retirement. The A.V. Roe (Avro) Arrow was his first job after graduating from Washington State University in Pullman, Washington. We moved from Pullman to Toronto. Dad was a metallurgical engineer on the team that developed the Arrow's jet engines. For its time, the Arrow's engines were very advanced, as was the aircraft overall. But it was also very expensive. The government of Prime Minister John Diefenbaker cancelled the project for reasons that remain controversial. Basically, the Canadian government decided to buy American aircraft instead of producing its own. There were two versions of the Arrow, the Mark 1 and a more powerful Mark 2. The Mark 1 flew numerous test flights, but the more powerful Mark 2 never flew. I'm guessing that Dad's work at Avro focused on engines for the Mark 2. As result of the cancellation, Dad never got to experience the fruits of his labor, which understandably left him and his entire team angry and frustrated. Adding insult to injury, the government ordered all of the Arrow test planes destroyed for scrap. There is a full-size replica of the Arrow at the Canadian Air and Space Conservancy Museum near Ottawa.

The end of the Arrow project meant unemployment for thousands of engineers and other specialized workers. Many moved to the United States. Dad lost his job at Avro in 1958. He soon found work as Senior Metallurgist, Stratos Division, Fairchild Engine and Airplane Corp, located in Bayshore, New York on Long Island.

Ernie's niece Wendy Scott provided some additional details: I believe Ernie worked on metals. He was an engineer, Ernie and Ruth moved to Seattle and Ernie went to work at Boeing. Ruth and Ernie moved to Belcarra, BC and Ernie retired.