



Avro NEWSMAGAZINE



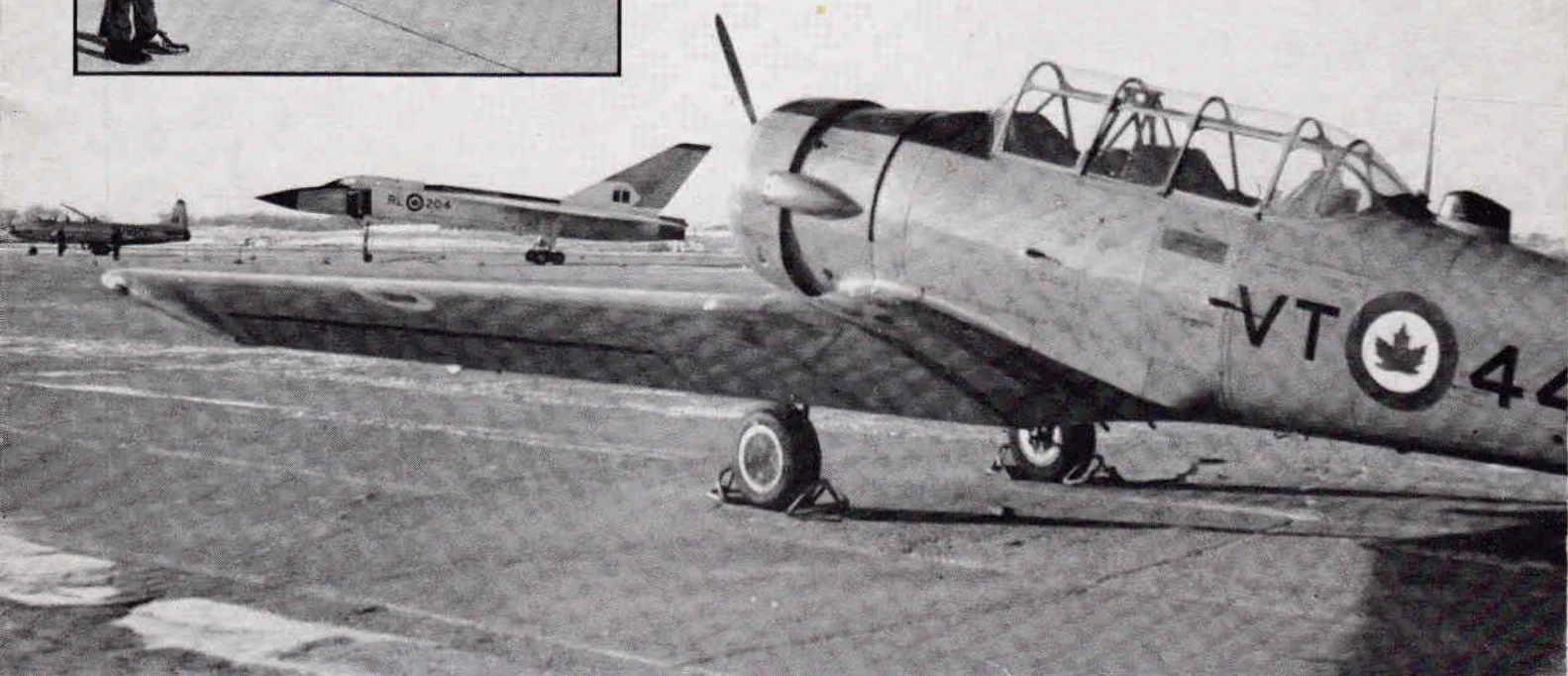
**J. A. D. McCurdy
Tells Of First
Powered Flight
In Canada**

(See Page 2)

VOL. 5, NO. 3

PUBLISHED TWICE MONTHLY BY AVRO AIRCRAFT LIMITED

FEBRUARY 13, 1959



RCAF Station Trenton First Host To Arrow

WHEN TEST PILOT PETER COPE—seen inset, getting down from the Arrow's cockpit without the aid of a ladder—made an unscheduled landing at RCAF Station Trenton recently because of an airline mishap at Malton which prevented the Arrow landing at its base, it marked the first time the supersonic delta had landed away from home. It is seen above on the Trenton flight line with a venerable old Harvard trainer in the foreground and a T33 jet trainer in the background. More pictures on Page 4.

Briefly Speaking...

MURRAY WILLER, Sales and Service Manager, was unanimously elected chairman of the Export Committee of the Air Industries & Transport Association at their January meeting in Ottawa.

* * *

Dick Smallman-Tew, chief metallurgist at Avro, has been chosen by a California committee to speak at the 11th Western Metal Congress, March 16-20 in Los Angeles.

The chief metallurgist will deliver a paper on "Compressively Stress-Relieved Forgings" at a session of American Society for Metals, March 17.

He also will attend the 11th Western Metal Exposition, educational event to be given by ASM.

* * *

Total money approved by the West German government's budget commission for purchase and/or license production of F-104 Starfighter interceptor, Fiat G91s fighter and Sud Aviation Alouette helicopters, amounts to \$512.5 million.

* * *

A 185-ton steel casting, the largest ever produced in Canada, was poured recently at Canadian Steel Foundries Ltd.

Valued at \$100,000, the casting is a mill housing for a rolling mill being built in Southern Ontario by Dominion Engineering Works of Lachine.

"Although the preliminary work took four weeks, the main body was poured in two minutes," said Gordon McMillin, president of the foundry.

There was an additional follow-up of molten metal over a period of 30 minutes.

* * *

The magazine "Missiles and Rockets" contends that deep sea divers' boot marks, found on expended missiles retrieved from the sea bed off Cape Canaveral, substantiate reports that Russian submarines are operating off the North American coast. One diver, while retrieving a missile, reported seeing a submarine and the air hose of another diver.

Avro

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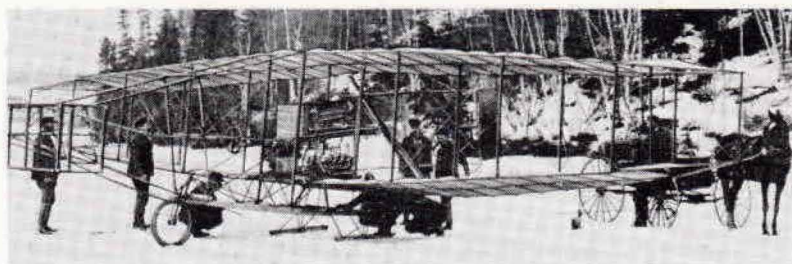
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Silver Dart on Skis—Taxi Tests on Baddeck Bay 50 years ago.

Hon. J. A. D. McCurdy tells of Canada's First Powered Flight

Alexander Graham Bell and his gallant band of Aerial Experiment Association enthusiasts wrote a page of Canadian history on an ice-covered bay in Nova Scotia in 1909. This first person account of the event is by Hon. J. A. D. McCurdy, the pilot who made the historic flight.—Ed.

February 23, 1909 dawned a crisp and sunny morning.

I arose early and walked from Dr. Bell's house down to the laboratory so as to meet the workmen on their arrival at eight o'clock. It was about a mile and a half and I had considerable time for reflection.

As we had previously decided to fly the Silver Dart that afternoon, an announcement was made in the Town of Baddeck so that the school could adjourn allowing all the children to witness the flight.

In our engine testing the propeller had been driven by flexible V-belts, but we decided to change over to a chain drive to prevent slipping and thereby conserve power. This we did and the change took some time. The sprockets we attached gave a ratio of 18-to-24.

Finally all was in readiness. We waited till shortly after the lunch hour for the arrival on the scene of Dr. Bell and all others interested. The local residents were arriving, on skates, in sleighs and many on foot.

One can imagine the many comments being made—none of them complimentary. The idea of this crazy contraption actually flying was beyond conception by many of those present.

The salt water lake was frozen over and gave us an ideal airport. Soon the machine was wheeled into place for take-off.

I was about to take my seat when Dr. Bell halted everything to await the arrival of the local medical doctor—"just in case of accident."

His presence was not long delayed and Dr. Bell then climbed into his sleigh to watch the proceedings from that vantage point.

It was indeed a dramatic moment!

One could feel the incredulous spirit emanating from all present as they crowded around the machine.

I mounted the seat, flexed all the controls and then gave the signal for the starting of the motor. In a minute or two the mechanics let go and the machine bounded forward and took to the air after a short run of about 150 feet.

I felt perfectly at home and rose to an altitude of 60 feet, leveled out and flew for about three-quarters of a mile and then descended. A perfect three-point landing was made and I taxied the machine back to her starting point.

You see, I had intended this flight to be a modest trail just to be sure that all parts were in perfect working order and had anticipated continuing with several longer flights.

However, Dr. Bell had other ideas.

He was standing up in the red sleigh and I shall never forget the pleasure and animation showing in his face as he said, "This has been wonderful. But there will be no more flights today, my boy."

"History may have been made, so let's have nothing mar the achievement. Put the machine away till tomorrow when you can fly to your heart's content."

And so he invited all present to assemble in his (Continued on Page 4)

Avroite Air Pioneers Remember The Old Days

Fifty Years Of Flight In Canada—Nostalgic To Avroite Old Timers

One dull, dusty afternoon in 1926, a Fairchild FC-2 "Razor Back" prepared to land at the RCAF Station at Camp Borden, Ontario. This was the first monoplane to appear in the area, and Air Force personnel, including a young man by the name of **Frank Hems**, watched with riveted interest.

As the plane came down ground-crew members quickly took positions on the air field. Their purpose: bring the plane to a stop by grabbing the wing-tips as the craft cruised between them.

The lone pilot, however, had other more daring, more experimental ideas. He signalled wildly for the crews to stand aside, motioning that he wanted to use his brakes for the stop. Obediently the men moved back and the craft shot past them across the field, but moved in a manner that showed no earthly signs of coming to a halt. Crew members bit their lips . . . and waited.

The Fairchild came to a stop, finally, but no credit was due to its brakes. A hangar wall had done the trick, and the pilot emerged from the wreckage seconds later, embarrassed but intact.

Brakes Improved

"I'm glad to say," summed up the same Frank Hems, now Avro's Assistant Quality Control and Inspection Manager, "that braking systems have vastly improved since the Twenties. In fact the entire evolution of aircraft has been something completely uncanny considering the handful of years involved."

For Frank Hems the incident of the FC-2 is only one of a hundred memories connected with a galaxy of flying machines dating back to 1920 when he joined the CAF (Canadian Air Force) at Borden as a Ground Engineer.

"The Avro 504-K, the Curtiss Jenny, the Bristol Fighter, the Sopwith Camel—we worked on them all," he said.

"But one thing I shall never forget, and I shudder even now whenever I encounter it, is the smell of castor oil."

How was that, we asked?

"In those days," Frank explained, "we used a rotary motor system, the cylinders, etc., rotating around the

Avro Safety Director Heads Ontario Society

Avro Safety Director Hugh McRae has been elected president of the Ontario Society of Safety Engineering for the coming year. As well as being safety director at Avro, Hugh is a member of the executive committee of the Toronto York division of the Industrial Accident Prevention Associations of Ontario and senior program chairman of the aeronautical industries section of the National Safety Council in Chicago.



SURROUNDED BY MODELS of aircraft which exemplify the progress made during the time these Avroites have been active in Canada's Aviation Industry are, from left, Perc Waters, Frank Hems, George Wakeman and Shorty Hatton. The picture was taken by Newsmagazine Photographer Verne Morse in the 3D section of manufacturing, where a display of historical aircraft models is kept. Part of this display is shown above. The "old timers" in the background include, at left, four pioneer Avro planes of which the 504K (upper left) saw service in Canada. The others, from left are the Sopwith Camel, Curtiss Jenny and Avro Anson. In the foreground are Orenda's B-47 Iroquois Test Bed, Arrow number seven, Lancaster and three marks of the CF-100—4, 5, and 48.

crank shaft. Castor oil was mixed with the gas to lube pertinent parts, but there was no return system for the oil. It was simply expelled through the exhaust ports.

"The smell, let me tell you, was enough to make a man sick, and the condensation on our clothing was thick enough to be scraped off by the fingers."

Frank Hems went to Ottawa in 1926 in charge of Ground Engineering at the No. 1 Experimental Depot for the RCAF (former in 1924 from the CAF nucleus). In 1931 he accompanied five squadrons of Siskin Fighters from

coast to coast on "The Trans Canada Air Pageant" whose purpose was to foster air-mindedness in this country. He remembers being transported in a Ford Tri-Motor, popularly nicknamed "The Tin Goose": 220 horsepower and equipped with 3 Wright J-90 Motors.

From 1931 to '37 he was back at Camp Borden again in charge of AID.

Another home-grown name closely linked with that of Frank Hems, is **George Wakeman**, Personnel Officer in Avro's Engineering Division. Shortly after dawn, on a chilly morning in

(Continued on Page 4)

Appoint Top Team At Hawker Siddeley Aviation

The top team of the Hawker Siddeley Aviation Division was announced recently by Sir Roy Dobson, Managing Director, and the accent is on Youth, with 44 year old J. A. R. Kay, a former apprentice, and 46 year old J. T. Lidbury, appointed Joint Managing Directors of Britain's largest air enterprise.

The corporate structure of the new Division is vested in a new subsidiary company, Hawker Siddeley Aviation Ltd. The Board of Directors consists of: Sir Roy Dobson, Chairman; Hugh Burroughes, Deputy Chairman; J. A. R. Kay and J. T. Lidbury, Joint Managing Directors; J. F. Robertson, S. D. Davies, Sir William Farren, Sir Sydney Camm, H. M. Woodhams and D. E. Haynes is Secretary.

J. A. R. Kay is now General Manager of A. V. Roe & Co. Ltd., Manchester,

and J. T. Lidbury is General Manager of Hawker's at Kingston.

Commenting on his team, Sir Roy Dobson said:

"We have three big new projects on our plate—the Armstrong Whitworth Argosy, our private venture turbo-prop freightercoach which has been adopted for R.A.F. Transport Command; the Avro 748 and Hawker's new V.T.O. project. In addition, of course, we have big production jobs on Vulcan V-bombers, Shackleton reconnaissance aircraft, Hawker Hunters, Javelins, Seaslug and the Stand-Off-Bomb Guided Missiles.

"The Hawker Siddeley Aviation Division is now one, single integrated unit combining Research, Design, Development and Production in the largest organization of its kind in this country".



ARROW AT TRENTON—follow-up of the cover picture are these two scenes on the flight line at RCAF Station Trenton during the unscheduled visit of the Arrow. Above, to those familiar with Trenton, the station's control tower—a landmark—can be seen in the background with a line-up of Harvard trainers on the tarmac. Below, Avro and Air Force ground crews prepare the Arrow for take-off for the flight to Malton the following day. Photos were taken by Jack Hurst of Photographic who was in the CF-100 Chase Plane.



Avroite Air Pioneers Recall Old Days

(Continued from Page 3)

1920, it was George Wakeman, CAF Instructor at Camp Borden, who gave Frank his first flight.

George learned to fly in Ft. Worth, Texas, in 1917, and later undertook special training at the School of Aerial Gunnery, Beamsville, Ont. He went overseas in 1918 and was posted to RAF Squadron 43, serving with the Army Of Occupation.

Flew Avro 504K

From 1920-22 George was an instructor at Borden with the CAF where he flew Avro 504K's, SE 5's and de Havilland 9A's.

In 1928 George received an appointment as District Inspector of Airways in Eastern Canada for the Civil Aviation Branch of the Dept. of National Defense. He performed reconnaissance flights, surveyed and laid out the present Trans-Canada Airways system in that area.

"One of my happiest duties," recalled George, "was the 3-month period in 1930 when I managed the Airport at St. Hubert's during the visit of the famous R-100 Airship (dirigible). I received thanks from the British Air Council for services rendered, and felt deeply honored by their gesture."

In 1938 George Wakeman was made General Traffic Manager for Trans Canada Airways.

Parachutes were introduced into Camp Borden in 1927. **Percy Alfred Waters**, now Inspection Records Clerk here at Avro, became an Air Force Sergeant that year and was placed in

charge of a section of the camp Apprenticeship Training School which taught parachute folding and jumping.

Perc explained to us that prior to boys making a live leap from an aircraft, a drop test with a dummy was employed. Perc laughed when he recalled one particular instance in which the chute opened correctly under weight of its own harness, but the unfortunate dummy slid from its rigging and dropped straight down from the plane through a hangar roof. "Glad it was only a dummy," he concluded.

Perc joined the Royal Flying Corps in England in 1915; came to Borden in the early twenties.

"My job involved a good deal of improvisation," he stated. "Two or three boat loads of scrap aeroplanes from World War I were shipped over from England in '24, and we had to salvage as many of the metal parts as possible.

Hard Work and Salvage

"Our particular task was to refashion the wooden air frames and attach the salvaged fittings to the new structures. Even the control cables had to be hand spliced. In this way we turned out what you might say were completely new flying machines."

Percy Waters remained at the Camp Borden Station till 1936 when another Technical Training School was opened at Trenton to handle the Borden overflow. As Warrant Officer Second Class, Perc ran the Trenton School utilizing the services of such aircraft as the Fleet Trainer, the Shark and the Fairchild.

With over 7000 flying hours covering more than 60 types of aircraft, **V. J. (Shorty) Hatton** has a unique record in the annals of early Canadian Aviation.

Shorty's career began in England in 1922 involving service with the 99, the 7 and the 502 Squadrons, among others. In 1928 Shorty came to Camp Borden as an instructor and flew a variety of planes whose names now read like music to an air pioneer's eyes: Avro Avian, Avro Tutor, DH Moth, Siskin, Atlas, Avro Pike, Avro 504K.

And in January, 1940, out at Fort William, he flew the first Hurricane ever built in Canada.

Shorty Hatton is Superintendent of Experimental Inspection here at Avro, but wherever he walks the ghost of a young man in leather cap and goggles, seated in an open-air cockpit, flanked by two wings and an armful of struts shrouded by oil fumes—this ghost moves comfortably and nostalgically beside him.

These, then are some of the men at Avro who pioneered power-driven aircraft in this country. There must be others—we want to hear from you—so be certain to contact the Newsmagazine Editor at your earliest.

First Canadian Symposium On Aircraft Instrumentation

A two day Symposium on "Instrumentation in the Canadian Aircraft Industries"—the first of its kind held in Canada—will be held at Toronto's Lord Simcoe Hotel on March 12th and 13th, 1959.

Highlight of the meeting, organized by the Toronto Section of the Instrument Society of America, will be a luncheon address by Sir Robert Watson Watt, international figure in the field of science and well known for his major contribution to the successful development of Radar.

Pilot Tells of Canada's First Powered Flight

(Continued from Page 2)

laboratory where a permanent record could be made of the proceedings. This record, signed by about 125 persons, now rests in the Bell Room of the National Geographic Society at Washington.

Dr. Bell gave a most enjoyable and instructive address and when all had partaken of sandwiches, tea, coffee and homemade raspberry vinegar, the spectators wended their way home.

And so on that day, Feb. 23, 1909, was introduced to the Empire not only an epoch-making flight, but the three-wheel or tricycle undercarriage and the aileron itself—without which manoeuvrability, both in war and civilian aircraft, would be impossible.

I consider these two inventions possibly Canada's greatest contribution to world-wide aviation.

(Reprinted with the courtesy of Canadian Aviation Magazine)

Medium Range Turboprop Group Private Venture

The Hawker Siddeley Group disclosed recently that it has given the go ahead to its Aviation Division to develop as a private venture the Avro 748, a new short/medium range turboprop airliner.

This decision comes hard on the heels of the Group's success with its other private venture, the Armstrong Whitworth Argosy freightercoach which, the Ministry of Defence has announced, is to be adopted for RAF Transport Command.

Commenting on this development, Sir Roy Dobson, Managing Director of the Hawker Siddeley Group, said:

"We have been considering the potential market, home and overseas, for this type of airliner for quite some time and we have already done a great deal of preliminary work on this project. The Avro 748 will carry 36-44 passengers, be fully pressurised and will have twin Rolls Royce Dart engines. Our target for the first flight of the 748 is early next year.

"We believe there is a market all over the world for this small British airliner."

Test New Plant Tour On 350 CAOPA Members

What started out last week as a normal evening visit which would entail the assistance of half a dozen persons, snowballed into 350 visitors representing the Canadian Aircraft Owners and Pilots Association, all of whom were fed and received a fairly complete tour of the unclassified sections of the plant.

This was a regular dinner meeting, therefore the CAOPA members paid a nominal fee which included the cost of their dinner. The big problem was how to escort a large number of persons through the plant and not have them stringing out until dawn. Something new had to be devised! Having used Supersonic Sentinel and other excellent films to show visitors the background of Arrow engineering and production, it was decided to give the visitors a thorough pictorial preview of what they would see on their tour.

With the help of Illustrating and Photography Departments, a set of slides was produced which showed the overall floor plan of the plant and the interesting pieces of machinery or areas about which a story could be told. To show and tell about these slides took about 15 minutes.

Following the tour preview, the visitors were divided into seven groups of fifty each and they were then walked through the plant at a normal separation, and the groups returned to the cafeteria within two minutes of each other.

Following the tour, Peter Cope gave an informal talk on flying the Arrow. This was followed by a showing of "Supersonic Sentinel".

Driver Motivation—Could This Be You?

Sponsored by the Automotive Transport Association Foundation, Opinion Research Corporation surveyed driver motivation recently and came up with these intriguing facts.

AVERAGE DRIVER:

Nobody is average, according to the drivers themselves. Nine of 10 adults in the investigation (and 100% of those with violation records) rated themselves above average in driving skills and better than average at obeying traffic laws.

SLOGANS:

Typical traffic-safety slogans like "Drive Safely!" apparently mean nothing to the driver who thinks they are for ordinary, every-day drivers. They're certainly not for him—he drives safely anyway. But the drivers did want to get the details on specific matters like "Who has the right of way in a traffic circle?" and "Where do you pass a car straddling the white line?"

LAWS:

82% said it was just as wrong to break a traffic law as to steal or lie.

At the same time 64% said warnings instead of tickets should be given for minor violations.

The two violations people did get worked up about were drunken driving and speeding.

These violators, according to the Typical Driver, were the real killers. But if you catch TD a little tipsy at the wheel, he'll point out he's had only a few drinks, or speeding he'll claim he was only five or 10 miles beyond the limit.

JUDGES:

More than half the adults agreed that many judges in traffic courts were not qualified for the job.

POLICE:

Half the people questioned believed "Our police force is one of the best you'll find anywhere". The other half didn't think so.

"SCARE" SIGNS:

Most people said they were impressed by such gimmicks as wrecked cars left beside the road, but the scare technique didn't work because the advice accompanying the gimmicks was not accepted as applying to them. Typical Driver says, "They can't mean me!"

DEATH:

Drivers seemed to feel death wasn't the worst that could happen. They seemed concerned over the results of non-fatal accidents, serious injury and economic loss.

SAFE AND HAPPY?

Adults apparently found little pleasure in driving, but 84% of the teen-agers thought most people enjoyed driving.

TEEN-AGERS:

Teeners think their elders, who are, according to them, poor drivers, are using them as scapegoats, and resent it.

Teen-agers blame the cars and their designers but are most enthusiastic about driver education. However, they feel the driver-training programs that exist are inadequate.

They freely admit they enjoy driving but also admit to feeling too restricted by speed limits and roads. 91% wanted a special place to race cars. To this, 64% of the adults agreed.

ADDICTS:

Habitual violators say it's all psychological and urge tests and treatment plus license suspension for hyper-emotional drivers. The report comments that the violator is either really asking for help for himself or is convinced everyone else is crazy.

Habitual violators were found to be fully in support and praise of the police. In fact it seemed they were strongly behind everything that was "proper", giving full backing to driver education and the idea that driving is a privilege, not a right.

More than other drivers, they pleaded for warnings instead of tickets, wanting more credit given to a driver's intelligence.

PROFESSIONALS:

From a discussion between professional drivers came these suggestions:

Promote uniformity of laws and signs.

Stress the importance of violations other than speed—passing on curves and hills, following too closely, disregarding stop signs, etc.

Provide better markings on secondary roads—shoulder, middle strip, passing zones.

Institute clinics for habitual violators.

Increase the number of roadside parks and encourage drivers to rest now and then.

Stress to parents the value of setting good examples for younger drivers.

Have reminder signs such as "Are you within the speed limit?"



SPORTS REVIEW

By Stan Linnard

Both the ladies' and men's Avro hockey teams are going through their paces in preparation for the big **Avro-Orenda Hockey Festival** to be held at Maple Leaf Gardens on March 6th. The ladies have been practising at Weston Arena on Tuesday nights at 6:30 p.m. while the men hold their practices on Sunday nights at 10:30 p.m. at the Ravina Gardens.

Coach **Ben Chapman** has the men working to be in the best of condition and this year hopes to turn the tables on Orenda. **Jim McIntyre**, in charge of the ladies, has the girls brushing up on their stick-handling and the improvement they are making is apparent at each succeeding practice.

* * *

BASKETBALL — Avro's basketball club have added three more wins in recent games. Sponsored by the AARC in the Mount Dennis Industrial League, they downed CIL 29 to 21; Canadian Oil, 35 to 30; and edged Moore, 28-26. Top scorers for Avro in these games has been **Henderson, Dunham, Wood, Johnston, Gifford** and **Porter**. Kodak are the league leaders at present and were last year's winners.

* * *

Last issue of Newsmagazine showed a photo of Avro anglers receiving awards. Also shown in both shots was a bear rug. We were somewhat surprised to learn an Avroite was responsible for bagging this big fellow. **George Hoare** of Avro's foundry, shot this 7-foot, 400-lb. beauty while on a hunting trip. At the time, he and a fellow-hunter were temporarily lost in the rocky hills

overlooking Manitoulin Island near Sudbury. Stopping to rest George spotted the bear running up a nearby ridge. Using a 30.06 rifle with a 180 grain soft point bullet, he brought the bear down in one shot at 150 yards. Well known



FAST WITH A GUN is George Hoare above, with gun and gunned. Bear weighed 400 lbs.

for his outdoor sports activities, George has been giving displays of fly-tying and ice fishing to Avro's Anglers Club. He also makes his own decoys and has been showing the club this art at recent meetings.

* * *

HOCKEY—Throughout Avro, hockey is a popular sport. Many employees are running community hockey teams and take an active interest in this great Canadian game. In addition to the Recreation Club's House League, there are others operating on their own. **Experimental Test Lab.** has such a league, and this year four of its teams play each Wednesday night at Woodbridge Arena. Presently leading the league are the **Flyers**. Players on this team are employed on **Ground Test** and **Office** staff. Second place **Terrors** are from the **Mechanical** and **Structure Test Lab.** The third team, **Nomads** are from **Flight Test** and **Drawing Office**. Pres-

ently in the cellar but not far off the pace are the **Warriors**. These are employees of **Electronics** and **Electrical Lab.**

League president is **Bill Bridle**, while secretary-treasurer is **Bill Beresford**. Avroite **Bill Smith** referees all games and is well liked for his fair and just decisions. Each team has a third line of inexperienced players. Play-offs for the league are scheduled to start on February 18th.

Avro's **House League** held their semi-final play-offs between **Aces** and **Biltmores**. **Red Cuthbert's** Aces showed too much power in both games overpowering the highly rated Biltms. In the first game **McCaffery** and **Faulkner** were flying for Aces. McCaffery 3 goals and 1 assist, Faulkner 1 goal and 3 assists. **Billinghurst** and **Baker** both added a single in this game. Biltms' top man was **C. Norton** with 2 goals.

The second game showed the Biltms leading 2-0 after 4 minutes of play. From then on the roof fell in with **Mitchell, Quackenbush, Thompson** and **Baker** all scoring for Aces. Goaltender **Charlie Jones** showed why he won the Douglas Gallagher memorial trophy for the most valuable player by playing an outstanding game in the net.

League-leading Bruins play Aces in the finals starting Sunday Feb. 15th.

* * *

BOWLING—In the **Avro-Orenda Mixed Bowling** in Acton, **Bob Bruce's Can-Doos** continue to show the way. Men's high triple flat is held by **B. McDonald** 823 with the ladies' held by **B. Jordan** 721.

Div. "B" Toronto men's league has **Leo Sauve's Spoilers** leading. **Dave Andrews'** 220 is high average.

Div. "A" has **Chris Wilson's Fighters** on top while **Matt Wotherspoon**, with 219, holds high average.

Div. "E" mixed league shows **Carson Minnich's Rebels** leading the pack, while **Hank Leger** with 218 and **Mona Smales** with 191 hold high averages.

Div. "C" has **Don Semple's Outcasts** out in front.



DOUG GALLAGHER MEMORIAL TROPHY is presented to Charlie Jones, goalie for the Aces in the Avro Hockey House League, by Grant Gallagher, brother of the late Doug Gallagher who did so much for sports and recreation at Avro before his untimely death last month.



TROPHY FOR HIGHEST NUMBER OF POINTS in Avro House League Hockey is presented to John Irons by Hockey Convener Bill Longhouse. Johnny is one of Avro's "Iron Men" in hockey activities around the plant and has been a leading goal-getter for many seasons in the House League.

CLASSIFIED ADS

This want ad service is offered free of charge to employees only. Turn all ads in to EMPLOYEE SERVICES DEPT. and not AVRO NEWS. Include your name, home address and house telephone number, in that order, with your ad. No Avro Aircraft local telephone numbers can be published. Ads will be repeated only on renewal of the ad.

ARTICLES FOR SALE

TIRE Chains, six buckle-on, only slightly used, 50c each. GL 1-2648.

WASHING Machine, good condition, \$40. TR 7-4322.

BABY Carriage, stroller, car seat, com-mode chair, 1/4 h.p. motor, all in excellent condition. CH 4-2492.

CONTINENTAL Double Bed, Haddon Hall with foam mattress \$85, McChary frig., 9 cu. ft., five years old, good working order \$85. "Snow King" robeigan 6 ft. long \$6, car roof rack, ski type \$8. F. S. Dupree, 21 McIntyre Cres., Georgetown.

STORM Windows And Screens, wood, 2-24 1/4" x 60 3/4"; 2-24 x 37; 2-24 1/4 x 61 1/4; 2-36 x 61; 1-53 1/2 x 61 1/2; 1-36 x 61 and 1-34 x 61 1/4. Gord, OX 1-7394.

SAXOPHONE, E flat. GL 1-4794.

ANTIQU and odd pieces furniture and household articles including tables, chairs, sofa, water color pictures and frames, trunks and large size travelling suitcases, etc., need space. BE 1-4300.

BABY Carriage, like new, used three months. JIM, RO 7-6587.

TV Testing Equipment and tubes, etc. RU 2-6073 after 5 p.m.

TYPEWRITER for sale. CH 4-8466.

BED Chesterfield \$40, single continental bed with cover and drapes to match \$25, walnut living room desk with three drawers \$35, twelve drawer chest \$40, four drawer chest \$16, small desk chest \$12, all clean and in good condition. RO 6-5642 after 5 p.m.

PORTABLE Radio, RCA Yachtsman, A.C./D.C. Standard broadcast and Marine Shortwave bands. Direction finding antenna, in new condition, \$50.00. BE 1-8297.

CARS FOR SALE

1955 ANGLIA, low mileage, radio etc., excellent condition, careful lady owner. RU 3-1585.

1951 PONTIAC, \$230, rebuilt motor, A1 condition, winterized. CH 1-5960.

1956 VOLKSWAGON, van, excellent condition, only 2,500 miles since new engine, two snow tires and seven standard tires. GL 1-2648.

1952 DODGE Regent \$475.00, new engine, radio, white wall tires, heater, fully reconditioned, very reliable car. BU 6-8885 after 5 p.m.

WANTED

BOAT Trailer, A frame Tee Nee or equivalent make, must be reasonably priced. CH 4-0491.

GIRL'S Ski Boots, size five, good condition. CH 1-7215 after 5:30 p.m.

BOAT Trailer, small utility, suitable for Volkswagon, Flt. Sgt. H. D. Draney, RCAF, 32 Guelph St., Georgetown.

PLAY Pen, 5 ft. square or bigger. TR 7-4424.

FOREIGN Coins, would appreciate any old or unusual, for young boy's coin collection. ST 8-8310.

ENGLISH Motor Cycle complete or parts 500-650 c.c., running, bent or in a box, what have you? Bolton 533 J 3.

PROPERTY FOR SALE

FIVE Room Brick Bungalow with car port, in Georgetown, three bedrooms, four piece tiled bathroom, aluminum storms and screens, oil heat, 50' x 110' lot, for info. call Georgetown. TR 7-4967.

MISCELLANEOUS

LOST, one Masonic ring, gold and black setting. R. O. Proctor, Caledon East.

RCAF Association is having a Golden Anniversary of Flight Dinner, Feb. 25th, guest speaker G. R. McGregor, President of T.C.A., information film and social get together with prominent men in the Aircraft Industry, tickets \$5.00. Bar opens 6:30, dinner 7:30. Contact Jack Hardie, RO 7-7057 after 6 p.m.

ARTICLES TO EXCHANGE

BOY'S Skates, size 7 1/2 trade for girl's size 2 or sell. LE 4-1251.

ACCOMMODATION AVAILABLE

BASEMENT Apartment, modern, kitchen and sink, location at Denison Ave., East, in Weston. CH 4-8261.

ROOM and Board in nice bungalow, for young lady or gentleman, 15 minutes from plant, call after 6 p.m. at 34 Dashwood Cres., Thistletown. G. Evans.

THREE Housekeeping Rooms for rent, furnished, private entrance and drive, first floor. BU 6-4695.

THREE Room Basement Apartment, reasonable, close to schools, shopping, transportation. BE 3-9291.

SELF-CONTAINED Apartment, three rooms, in Cooksville. AT 9-0915.

SIX Room Bungalow, new, decorated, storms and screens, close to schools, park, 27 and 401 highways, etc., available March 1st, \$130 monthly. CH 4-9945.

FIVE Roomed House, partly furnished, oil heating, gas water heating and cooling, hydro water system with two piece toilet, 40 minutes to Malton, Riverside location, \$55.00 per month, Mr. and Mrs. H. Farrar, P.O. Terra Cotta, Ont. VI 18 R 2.



MOVIES • BOOKS • TV • RADIO

Hear-See

THEATRE • MUSIC • RECORDS

By Elwy Yost

AT THE MOVIES—"The Horse's Mouth": Gully Jimson was a mad artist, mad in a weirdly abstract and wholly unprincipled way. An old man with an eye like a fox and never less than a two-week growth of beard on his sallow face, his only possessions were the tattered clothes on his back and a rattle-trap boat moored to the Thames embankment. His only obsession in life was to paint and therefore, owing to a lifetime of perpetual impoverishment, he found it necessary to lie, steal, cheat, cajole and blackmail for the necessary sixpences to buy his precious oils. Gully Jimson was a nasty, dirty, caustic old man. He was also one of the most wonderfully unforgettable characters ever to grace a novel.

From Joyce Carey's book, "The Horse's Mouth", Alec Guinness has fashioned both a screenplay and starring performance that may well represent the pinnacle of his already remarkable career. For Gully Jimson pops alive on the screen with so much of the sweat, wit and yet underlying compassion of his printed brandy-soaked counterpart that you, as this reviewer did, may well find yourself dobbling your eyes as frequently as you hold your sides with laughter.

Let out of **Wormwood Scrubs Prison** after serving a short term for "uttering menaces", Gully Jimson embarks on a lunatic painting orgy of such speed and dimension that most audience members will be left clinging breathlessly to his coat tails. He takes over, by unscrupulous means, the temporarily vacated suite of a millionaire, turns an entire wall into an abstract mural, then leaves the premises in hopeless wreckage and chaos. He discovers the single, remaining, plaster wall of a church on a London bomb site, converts it into a painting of gigantic proportions knowing a demolition squad will reduce it to rubble in a few days' time.

And yet every so often we are alone with this man, listening to a few quiet comments about his work, watching intimately as the first obsessive hints of a new project fire his soul, and we gain, perhaps, a warmer, better understanding of a larger canvass of which Gully Jimson is but one creating part.

☆ ☆ ☆

THEATRE: Agathe Christie's "The Mousetrap" has been running in London, England for more than five years. Within its own restricted limitations it is an interesting mystery offering a string of corpses and a devilish twist at the finale, but by no stretch of the imagination is it a good play. Perhaps this single fact is its greatest mystery and the reason it has so long survived. Good plays die all too swiftly, alas!

With this in mind, the **Etobicoke Drama Guild** is to be highly complimented for its recent production of same at the Etobicoke Collegiate. **Ross Darling's** direction had both sensitivity and force and was able to extract the maximum in thrills and chuckles offered by the script. **James Harrop**, Flight Test Engineer here at Avro, played **Major Metcalfe** with all the right touches of suspicion. And **Jack Wilkinson's** set had, apart from atmosphere, a nice utility to its main planes of action.

The Etobicoke Drama Guild shows excellent ability and represents an ideal group for anyone interested in part-time theatrics. Avroites who have a yen for greasepaint and foot-light plus a lively social surrounding can call **Dorell Spratt** at BE. 1-1969.

☆ ☆ ☆

JAZZ: Dixieland addicts should lend an ear to **Ken Dean** and his band featured at La Maison Doré (no relation to Mike) at 38 Asquith Avenue (near Bloor and Yonge). Every **Wednesday**, from 9.00 p.m. to 11.45 this red-hot little group gives forth, and you might take note of some fine stuff from **Norm Allen** on clarinet and **Brian Richardson** on trombone. And watch for further appearances of the **Ron Collier Quintet** with **Portia White** singing spirituals and folk songs.

Avro Girls Prep for Hockey Night

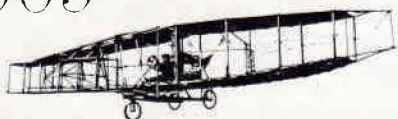


AVRO'S GIRLS' HOCKEY TEAM is getting in "shape" for the Gala Hockey Festival at Maple Leaf Gardens next month. Left to right are: Doreen Duffin, Barbara Bain, Nellie Van Leest, Marian Crudden, Ruth Johnston, Donna Smith, Lea Wilson, Doreen Tuck, Carol Robinson, Betty Quackenbush, Leslie Quackenbush and Jim McIntyre, Coach of the team. Jim reports that the biggest problem the girls have to overcome is the science of stick-handling. However, practice is ironing out this problem and he feels the Avro girls will be as adept, if not more so than the Orenda female exponents of Canada's national sport. Enthusiasm is the keynote of all practice sessions—there is no shortage of this with the girls.

First 50 years of powered flight in Canada



1909 THE SILVER DART



The first powered flight in Canada was made in this plane by J. A. D. McCurdy at Baddeck, N.S., on Feb. 23rd, 1909. It was also flown for the Military at Petawawa in July of that year.

1919 TRANSATLANTIC VICKERS



The first plane to fly the Atlantic, non-stop, was a Vickers Vimy flown by Capt. John Alcock and Lt. A. W. Brown. On June 14th, 1919 they flew the 1890 miles from Newfoundland to Ireland in 16 hours, 12 minutes.

1929 RCAF FORD TRI MOTOR



The first Ford licensed for floats, wheels and skis was accepted by the RCAF in June 1929 and used on forest dusting projects. It flew on transport and radio test work until 1936.

1939 TCA LOCKHEED ELECTRA



The first passenger service Vancouver-Montreal was started by TCA with Lockheed Electras on April 1st, 1939. Overnight trans-continental air mail had been in use since March 1, 1939.

1949 THE JETLINER



The first jetpowered airliner to fly in North America was the Avro Jetliner on August 10th, 1949 at Malton, Ont. It was also the first jetpowered airliner to land at Idlewild, N.Y. in April 1950, eight years in advance of any other jet airliner. It flew at 430 M.P.H.



THE ORENDA

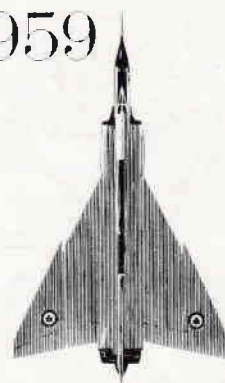
The first operational jet engine designed and built in Canada had its first ground running Feb. 10th, 1949. 3794 Orendas in 14 models have logged over 1,000,000 hours in CF-100's and Sabres on four continents.



AVRO CF-100

First jetpowered fighter aircraft designed and built in Canada. The CF-100 flew Toronto-Montreal 638 M.P.H. Squadrons of CF-100's are in service with RCAF, NATO and the Belgian A.F.

1959

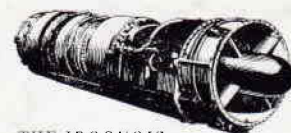


ARROWS IN THE SKY

Canadian research, design and manufacturing skills have produced the most advanced fighter aircraft in the Free World. Less than a year ago the first Avro Arrow took to the air. Its flight record has been impressive.

Proceeding according to plan, the first aircraft flew faster than sound on its third flight, and more than 1000 M.P.H. on its seventh flight.

Today, with five Arrows flying, even greater performances are being achieved as the extensive development test program confirms the soundness of the Arrow's basic design for its high performance role with the RCAF.



THE IROQUOIS

Created by Avro's sister company, Orenda Engines Ltd., the IROQUOIS is rated at more than 20,000 lbs. thrust (thrust weight ratio 5:1). First production Iroquois are for the Avro Arrow Mark 2 at Malton.



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