

# Michael Pope

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My name is Michael Pope I reside now in Philippines I was completely involved in the Arrow for six years.

I arrived to take up my "Summer Job "having ridden a Triumph 650 from Vancouver at the end of Year 1 Engineering. Not an easy ride in those days Particularly when it started Snowing in Duluth.. The "Engineers in Training" Project had been organized and 18 students from across Canada had been offered Jobs. Unfortunately, nobody had organized a BUDGET with which to pay us. I was given a job on the floor building CF-100 center-sections, and a room to rent in a farm house close by. I was later moved up to Dept 2921 Aerodynamics and assigned to John Hodge who was running "Air Loads".

I decided to stay working at A.V. Roe rather than go back to school. I was learning a great deal more and being paid for it! This caused a problem with the Union as I was required to join to work on the floor. They refused to let go of me-- They Liked Me!! So I became a " Loft-Lines Computer" No Matter what I was doing and was so listed in Company Records. A number of the other students who came back for more than one year of "Eng. In Training" ended up working for me. I was busy! I was the one individual amongst the wide selection of colour, race and language who had no degree. In fact my opinion was sought if they had a sticky problem as they felt my outlook was less biased than the Standard Engineering Curriculum. Give it the "Pope Test". I was lectured on the problem for a couple of days. Usually, some mathematical tools were laid out for me and I was meant to study it for a weekend or so and then give a small lunchtime discourse starting at the "Lunch Time Bridge Table". It was good, and great training for me. As the minds that were pummeling me were perhaps the sharpest anywhere in the World.

Those were happy Days for me.

I still love those men. Seventy plus individuals and a couple of ladies. Who always made time for you and actually thirsted for the opportunity to teach. Just thoughts.

Michael Pope

The following is a second message received from Michael providing additional thoughts and memories:

It is a good cause (the work of the Avro Museum) as it will reveal slowly the truly criminal actions taken by many "Government" officials and many glory seeking writers. I have nothing but disdain for the Globe and Mail writers of the time!

I was born in England of a 2 METER tall Waterford Irishman Minor Ace WW1 (6 victories). Accepted to be of the First Order of international Test Pilots between wars. Retired in 47 after 34 years of service with a CBE and a Private Cup of Tea with Her Majesty (Choke). A totally burned out Alcoholic Psycho Wreck. He was able to reach for the Stars but had no defence against the FILTH he stood in. Could not stand killing ---- not even a wounded Rabbit for the Table!! Yet He was the favourite Consultant for "Marshall of the AirForce" Sir Ralph Cocrane the brains behind The Dams and most of the development Of B5 Groups Night Bombing Technologies.. Such a waste of intelligence and devotion to a cause!

I was educated at Stonyhurst. The Catholic EATON till age 14 when the family moved to peace and poverty in Canada.

I was cursed with an unusually high IQ and enjoyment of Commitment but few of the Leg--ups to get the education I thirsted for.

I found I was accepted by the AVRO Gang as a person and opinion. So, I worked my ass off for them! Our management is much maligned because they were drinkers and womanizers But they somehow succeeded in assembling, from nothing, the first Computer controlled Skin Mill that was able to make upper and lower wing skins to unbelievable tolerances from large slabs of aluminum alloy including all access hatches, frame and spar attachment faces and drillings ONE PART in place of thousands with one set up. Controlled by a perforated paper tape from 150 feet away. Mounted for stability on a forty-five foot deep, excavation filled with steel and concrete Badminton Court sized Foundation in the middle of BAY 1.

The first installation in the world of a machine of its caliber stolen from under the noses of Boeing, North American and Lockheed. By the simple expedient of taking a large Bag of Money (A Physical bag) down to Kearney-Trecker the machine developer. ahead of the big companies who were in the midst of playing games as to who was going to Go First , Pay First, Causing a 18 month Delay.

When faced with making long Stalky Undercarriage legs They went To Dowty in UK the acknowledged world leader in the field. The response was "Love to do it for you Guys But "No 300,000 Ult. tensile steel available in Canada"----- That would have stopped most people But Not our "Boozy Bunch" They went down the street and East and purchased the largest Steel Foundry in Canada.

Imported Dowty and Dowty Contractor's Engineers. Made the stuff ourselves in "OUR STEEL MILL".

So many did not understand what scared Diefenbaker so Badly!! about AVRO. But that is what he could not Grasp! The Religious Nut Idiot could not acknowledge that Industry "GODS" are not bound by Saskatchewan Drinking Laws! But they sure can get the job done when they see the need!

We were not yet leaders on the "Nuts and Bolts", not a Boeing Yet. But we acknowledge no limits that we had not physically met... the " RAF Cap Badge" "Per Ardua Add Astra"----- Through Hard work --- to the Heavens

Enough for this morning I have a sensible Sailing Home to design

Michael Pope