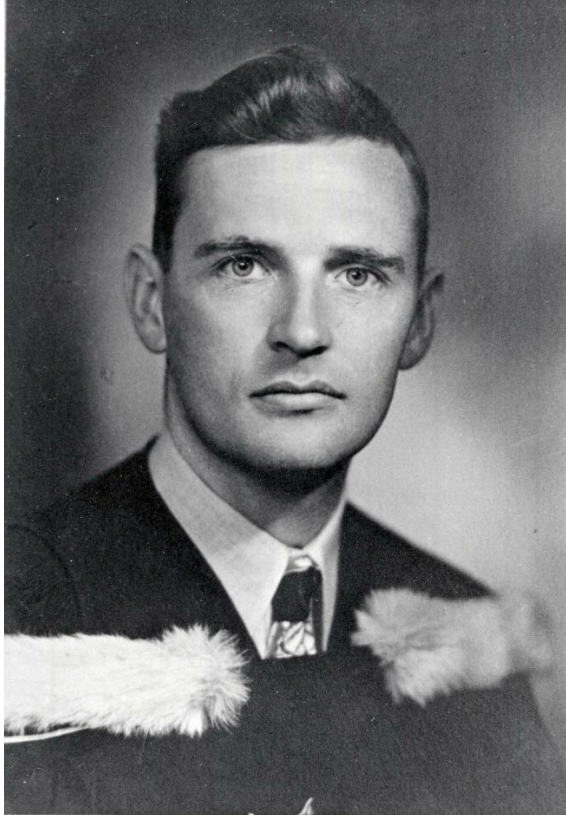
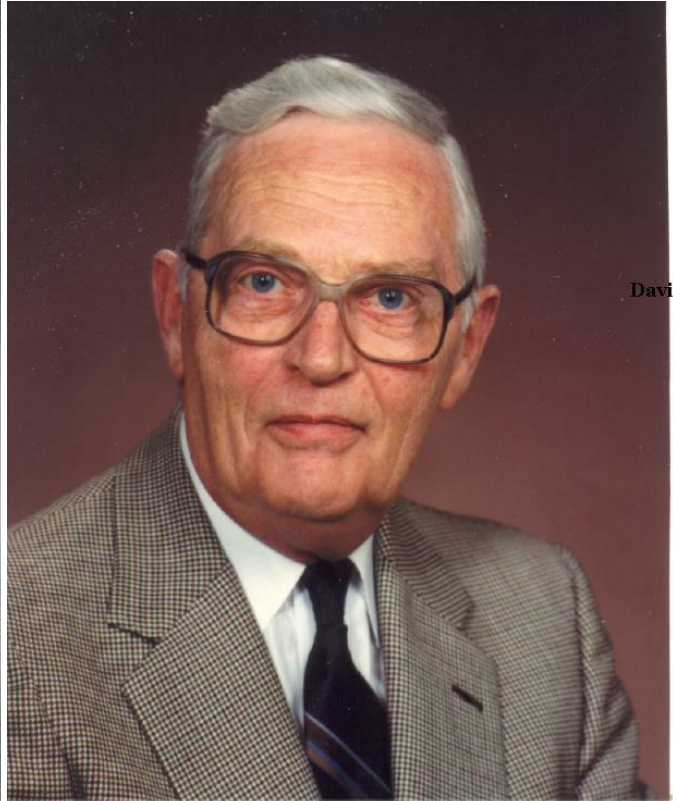


David Lewis Turner

Attached are 2 photos of DL Turner, taken at the start of his career (1949 graduation) and at his retirement in 1988.



David Lewis Turner (1923-2006), B.A.Sc. (Aerospace Engineering)
University of Toronto 1949



David Lewis Turner (1923-2006), B.A.Sc. (Aerospace Engineering)
de Havilland Aircraft of Canada retirement, March 1988

The photo says de Havilland, but technically I suppose he retired from Boeing as they owned de Havilland from 1986-92. I recall him making the prediction in 1986 after Boeing's takeover, "They will sell it off in 5 years, after they mine the technology".

I have attached 3 other photos that were taken in the 1950s, which may or may not have anything to do with AVRO. The one on the left seems to have been taken at a retirement party (at Hart House UofT ?). The right photo is on a flight to somewhere, AVRO employees (?). DLT is at back right.



The photo below is at a meeting, Turner is standing. This is either at AVROe or at APEO, I do not know which. I tried enhancing the book on the table on the forefront, but I cannot make out anything. I do not recognize the logo.



the career notes are from resume notes he wrote up in 1976:

- born in Saskatchewan to a preacher and a teacher in the early 1920s.
- raised in the lower mainland of BC.
- was a boy scout (advanced to Ranger), involved with high school newspaper, church choir/band
- interest in aircraft developed in the 1930s (ASIDE: he wrote to aircraft companies for info on their planes and received info packages. We had to throw them all out as they had gotten all moldy, etc.. sitting in his brother's damp basement. The pictures enclosed in the packages were not photos but colour drawings drawn by commercial artists. No one does that any more, its all computer and as a result has lost something.)
- enlisted in June of 1941
- awarded Pilot's Wings and appointed to a commission, with rank of Pilot Officer in Mar-1942
- sent overseas in early 1943 to 519 (Meteorological) Squadron
- started flying Hampdens, then Hudson, then Ventura
- returned Jul 1945
- 1946-1949 UofT Engineering, aeronautical engineering

AVRoe

- started at AVRoe 9-May-1949 in their Aircraft Design Division as an Engineer Gr. IV at a salary of \$225/month (38 $\frac{3}{4}$ hr week). NOTE: quote from AVRoe's letter of offer "All graduates entering this division are expected to start in AVRoe's Design Drafting Office. This served as both a training and acclimatization period which helps both employer and employee to decide which particular phase of aircraft design is to be followed."
- 1949-1951, general training and subsequent assignment to stress department in the load balance and distribution group
- 1952-1954, stress department, redundant structure analysis of the complete centre section component of the CF100 (hand calculations)
- 1954-1955, stress department, participated in the development of computer-based matrix force methods of structural analysis. applied methods to the analysis of the wing and fin of the CF105
- 1955-59, stress department, responsible for computation of load distributions and subsequent detailed stress analysis of the armament and flight test instrumentation packages for the CF105 aircraft
- 20-Feb-1959, left AVRoe as a Senior Stress Engineer (pay scale on departure was \$685/month), reason given "surplus to requirements"

- was a secretary and registrar at APEO from 1959-1962.

1962-1976 Bell Aerospace, Buffalo NY

- 20-Sep-1962 offered position of Structures Engineer (40hr week at \$215/week, ~\$934/month)
- some projects he was involved with:
 - major role in the development of MAGIC and especially MAPLOT. When he left MAGIC was able to do a whole body analysis of aircraft. I wouldn't be surprised if programs created at AVRoe were integrated into MAGIC
 - responsible for the application or adaptation of in-house finite element analysis programs (ie MAGIC) to solution of different analysis problems
 - computer based analysis of the propeller ducts and associated structure of the X22-A V/STOL research aircraft
 - F-102A Landing Gear Analysis Program
 - computer based analysis of surface effect ships,
 - involved in a study to develop design criteria for aerodynamically heated Swept and Delta wing structures
 - applied matrix methods to structural analysis of rocket nozzles
 - computer based analytical work related to carbon composite materials
 - finite element analysis of the carbon-composite tail surfaces for the F-5A
 - termination 30-Apr-1976, surplus

ASIDE: President Carter cut a lot of funding & as a result many aerospace companies were forced to lay-off/terminate staff. It should be noted a few years later Mr Turner was asked by Bell if he would like to return to work there. He had already moved back to Toronto and was working at DeHavilland. I was told he turned it down as the company offered no moving allowances as they had back in 1962. I suspect being in his late 59 or 60 had something to do with it as well.

De Havilland (here I have no notes to work from, only what he told us

- when he joined de Havilland they were still doing piece-by-piece stress/structure analysis and were just shifting over to whole-body analysis. de Havilland got a lucky break in getting someone who was at the forefront of computer based analysis, as he was involved in the computer modelling from square 1.
- did a little work on the DASH-7
- worked on the DASH-8 team

/D Turner (son)

Feb 14, 2022