

# Avro 'Team' Tops... Sir Roy Dobson



FROM ORIGINALLY 300 to a present 22,000 in 10 years, veterans of the A. V. Roe Canada Group gathered, as pictured here, in the King Edward Hotel last week to observe the decade of progress they helped start. At the head table were representatives of the Group. Left to right: Harvey R. Smith, Vice-President, Manufacturing, Avro Aircraft; F. L. Trethewey, Vice-President, Sales and Service, Orenda Engines; C. J. Luby, President and General Manager, Canadian Steel Improvement; John S. D. Tory, director, A. V. Roe Canada; Fred T. Smye, Vice-President and General Manager, Avro Aircraft; Sir Roy Dobson, Chairman of the Board, A. V. Roe Canada; Crawford Gordon, Jr., President and General Manager, A. V. Roe Canada and chairman of the Anniversary dinner; Air Marshal V. A. Curtis, Vice-Chairman of A. V. Roe Canada; Walter R. McLachlan, Vice-President and General Manager, Orenda; E. J. Cosford, President and Managing Director, Canadian Car & Foundry Co. Ltd.; E. K. Brownridge, Vice-President, Manufacturing, Orenda; J. A. Morley, Vice-President, Sales and Service, Avro; W. H. Dickie, Vice-President, Industrial Relations, A. V. Roe Canada. Not shown in the picture but present at extreme left was A. A. Baillie, Vice-President (Finance) and Treasurer, A. V. Roe Canada. There were more than 300 at dinner.

## Strong Faith, Pride, Spirit Seen Key To Bright Future

They came by boat and airliner across the Atlantic and across Canada. They came by railway, taxi, private car, street car, subway, some walked. One used a wheelchair. They converged on the King Edward Hotel in downtown Toronto. They took the elevators to the top floor and filled its big expanse.

They were the charter members and special guests of the Avro Aircraft Ten Year Club and the Orenda Engines Ten Year Club, gathered to join with the parent company in observing the 10th anniversary of A. V. Roe Canada Limited and honor the men who pushed, pulled and prayed "Avro Canada" from scratch into the foremost ranks of international aviation.

Over 300 were present. Crawford Gordon, Jr., President and General Manager of A. V. Roe Canada was chairman.

The man who received "working" membership pins of both the Avro and the Orenda 10 Year clubs... Sir Roy Dobson, director of the Hawker Siddeley Group; managing director of Avro Manchester; and Chairman of the Board of A. V. Roe Canada summed it all up like this: "... We have the CF-100 and we have the 107 coming along. And we have the PS 13 coming along. And other things.

"There is something we've got in the company today which is much more valuable than all the things we have coming along in the technical and mechanical sense. That is, we have very good teams.

"Bricks and mortar and machine tools, technical equipment and such like, you can buy all those with money but you can not buy your men and women, you can not buy that spirit that you've got. And those are the things we are dealing in, and those are the things we are proud of—just as much as we're proud of the things we make."

"The whole company seems to me to be a family and it's a funny

Who was the first to put up a Ten Year Pin? Everyone was—they all put them up together on a signal from Sir Roy Dobson.

thing but wherever you find Avro... and for this I hope Walter (W. R. McLachlan, Vice-President and General Manager, Orenda Engines) will forgive me; I regard Orenda still as Avro... wherever you find something under the banner of Avro you'll find a family and you'll find a team. And you've got it right here in Toronto, Canada more so than anywhere I've ever known.

"While that sort of spirit is around, this company can not miss. It simply can not miss. And, as I say, the value in the company isn't the things it is making or its technical achievements; it is the people in it.

Sir Roy referred to the gathering as "we 10-year-olds" and went on to say: "I know that you would be the last to think that it was we hoary-headed, so-and-so's" who

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## Started Jet Age For Canada Overriding Experts' Doubts

One subject rose high and clear above all others at the Anniversary Dinner last week in the King Edward Hotel and that was the "intimate" story of the founding of A.V. Roe Canada Limited as opposed to the more general description of events as carried by press, magazines, radio and TV and from speakers' platforms over the intervening years. This fact was very notable in corridors and rooms of the hotel and at the jammed tables in the actual banquet hall during the evening's program.

One of the speakers at the dinner made it the point of an address and brought together all the loose ends and laid it out in the banquet hall for all the "veterans" to hear again and relive those early days. He was Fred T. Smye, Vice-President and General Manager of Avro Aircraft—who stood by the side of Sir Roy Dobson during those early days of events that are now history.

This is the stenographic transcript, in part, of Mr. Smye's remarks:

He told that gathering that "in order for you to appreciate what I am going to say, I wish you

wouldn't look at it through the eyes of today. That is easy. It is easy to look back on things. I wish all of you would just adjust your minds and take them back to the war and the period immediately after the war because it is in this atmosphere that I think you will really appreciate what I am going to say.

"As a result of a trip which Sir Roy made to Canada in 1943—and some of you may remember that busted up looking York that came here at that time—and as a result of

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## Family Unity Has Strength For Members

"I think Sir Roy has told us very clearly tonight that as a family grows in strength and in stature, so may all its members. I think that is true in our Group and I think it is true in our families. And I think it is true in anything covered by the family concept". So declared Walter R. McLachlan, Vice-President and General Manager, Orenda Engines in thanking Sir Roy Dobson for his remarks at the Anniversary Dinner.

"Basically", Mr. McLachlan said, "I think we all will agree that the word 'family' is a very important word in the Free World today, not only in the direct sense as we all know it, but in the broadest sense, the family concept is exemplified in our way of Life in many ways: in the British Commonwealth, NATO, the trade unions, the provinces of Canada, in our churches, our schools and colleges and so on. In none of these cases does the individual member give up his right to say his say and fight for his own future, whether it is son, union or province, or even Orenda. Yet we are all proud to belong to a group which has common ties, ties in history, in faith and in the belief in freedom of thought and action, bound together by a similar and a common basic philosophy and faith in the future."

"I know I speak for all the Orenda team when I say I think we appreciate the responsibility entailed in carrying this project

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## Cables Of Congratulations Received From Far Points

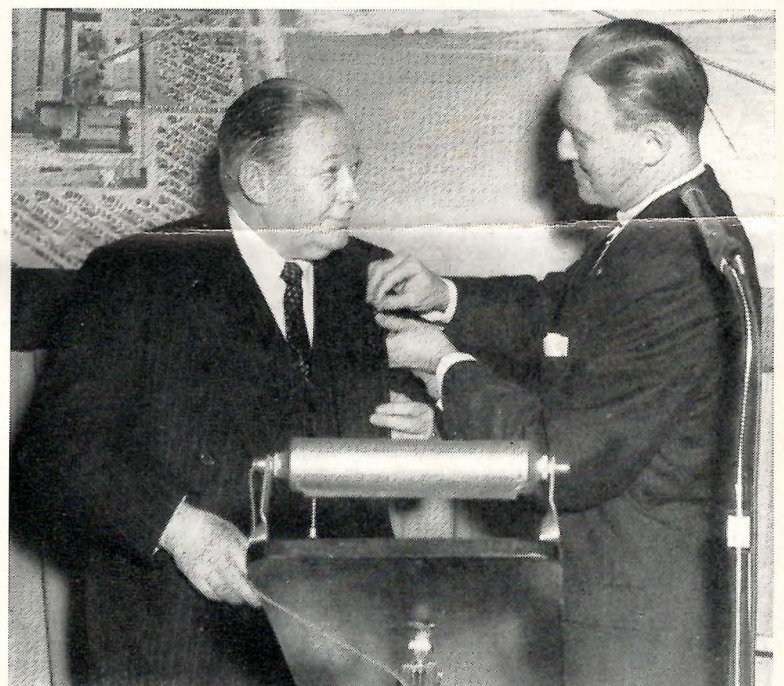
Telegrams of congratulations and best wishes poured into the King Edward Hotel, scene of the Anniversary dinner, from as far distant centres as Johannesburg, South Africa and were read by the chairman, Crawford Gordon Jr., as time permitted.

Included were telegrams from Sir T. O. M. Sopwith, Chairman of the Hawker Siddeley Group; Sir Frank S. Spriggs, Managing Director of

the Group; Hon. C. D. Howe, Minister of Defence Production; James Stewart, President, Canadian Bank of Commerce and N. J. McKinnon, General Manager of the bank;... W. M. V. Ashe, President, Shell Oil of Canada; and many other representatives of international industry.

From the parent Group Overseas, Sir Thomas Sopwith cabled to Sir

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"TEN-YEAR-OLDER" of both Avro and Orenda Ten Year clubs, Sir Roy Dobson is seen receiving the pins of both clubs from Fred T. Smye, Vice-President and General Manager, Avro Aircraft who previously was presented with Avro's No. 1 pin as the first employee on formation of the parent A. V. Roe Canada company.

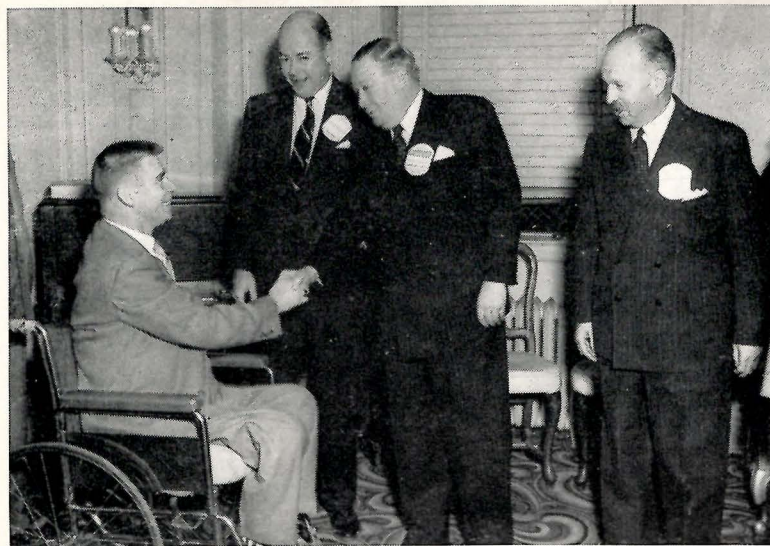




WASTING NO TIME in renewing old memories and acquaintances, the above crowd of Ten Year Clubbers and guests have already passed the reception line and gathered in animated groups discussing the old days and the days to come.



PINS-UP WAS A CEREMONY, in the truest sense, with Sir Roy Dobson asking the gathering to put on the Ten Year Club insignia together. But first, to clear the decks for the speakers, Crawford Gordon, Jr. is here seen presenting the Avro insignia to Fred T. Smye . . . No. 1 employee. Later, pins of both Avro and Orenda clubs were presented to Sir Roy (seen beside podium) by Mr. Smye; then, Sir Roy presented the Avro No. 3 pin to John S. D. Tory, (left); and in a special feature, honorary membership pins were presented to Mr. Gordon by both Clubs.



SHAKING HANDS with Sir Roy Dobson at the receiving line is Lou Miron, Electrical Sub-Assembler in the Instrument Test-Shop who was among first there.



HERE WE WERE at the Xmas party in 1947. Russ Dickin, left, General Foreman in Final Assembly, and Grahame Wishart, Shop Expeditor, Progress Department point themselves out in one of the many specially made photo mural decorations.

## Surprise Gifts Honor Three

The two men who talked A. V. Roe Canada Limited into being, in the face of doubt and indifference . . . and a third man who nine years later, talked A. V. Roe Canada into a Group of four separate companies operating nine separate plants, were caught quite obviously at a loss for words at the Anniversary dinner.

They were Sir Roy Dobson and Crawford Gordon, Jr. and Fred T. Smye. They were taken by surprise in that order when, in that order, each was presented with a gift-memento of the Anniversary by the members of the Avro and Orenda Ten Year Clubs.

The gifts had been tucked behind drapes that formed the backdrop for the head table.

The first presentation was made by Mr. Smye at the conclusion of his introduction of Sir Roy.

Sir Roy replied: Crawford, Fred, Ladies and Gentlemen, Members of the Ten Year Clubs of both companies, this is a complete surprise to me. You shouldn't do these things. You know that. However, I am very grateful to you. It is nice, of course, when some old guy like me is told, 'Well, we're pleased with what you have done.' But as I will tell you a little later on, it is really not me that has done it. You have done it yourselves. I was merely here at the start. However, I thank you."

### Presentations From Floor

Later in the evening's program, Jack Hilton, Orenda Engines' superintendent of assembly and tests rose to his feet from the floor of the banquet hall and called out: "May I come up and say a few words, Mr. Chairman?" to which the chairman, Mr. Gordon, replied: "Certainly."

Mr. Hilton then made the presentations to first, Mr. Gordon and then to Mr. Smye.

Mr. Gordon replied: "Jack, you know—you make me mad. But you also make me very proud. I am not going to bore you with a very long speech. But I can't let this pass. I hoped six years from now to get these pins after having won my spurs. I think you have done me a signal honor in presenting me with them in advance. I shall honor them and this presentation as long as I live."

Mr. Hilton stepped back up to the podium and recalled that "each and every one of us of the Ten Year Clubs have at one time worked for Fred Smye" and then asked Mr. Smye to accept this token of the appreciation of the Ten Year Club members." Mr. Smye looked up from the gift in his hand and said: "I think I am speechless on two scores. One is I think I have already said enough. And for other reasons, I will just say, 'Thank you.'"

# Avro 'Teams' Unbeatable, Spirit Is Key To Future

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carried on and developed and expanded this company from what it was 10 years ago to what it is today, because we didn't.

"But", he continued, "we are very, very proud, mind you, of being there when it started. And whatever these young so-and-sos do that follow us, we'll take a lot of credit for what is achieved.

"You know, there are the nine-year-olds, the eight-year-olds, the seven-year-olds, right back down to the one-year-olds. And they have all played their part and they are all still playing their parts."

Sir Roy looked into the future for a moment and told the gathering: "I don't know what the future holds for you except this: as far as aircraft and aircraft engines are concerned, they are going to go higher and further and faster—very much so."

He went on to bring the A. V. Roe Canada Group closer into view: "You will, of course, before long be forced to get mixed up in electronic things. You will get into missiles. You can not avoid it."

### Advanced Engineering

"All kinds of fine engineering will have to be developed within our Group whether it is in the Canada Car division, whether it is in the Avro or the Orenda Engines part of it. It will still have to come. No doubt it is possibly coming up with some fancy gas turbine-driven or fancy diesel-driven train or something; but those sort of things have got to come.

During his remarks, on the subject of the formative days of A. V. Roe Canada, Sir Roy recalled surveying Canadian industry for the British Government and as a result of what he saw and heard, making up his mind that the Hawker Siddeley Group should establish an association in Canada.

"I knew nothing at all about Canada", Sir Roy continued, "except just what I had seen on my recent trips. I saw a great country full of natural resources, all kinds of metals, all kinds of minerals and oil, all kinds of capacity for growing wheat and other kinds of food.

### "We Had A Go At It"

"And yet, it seemed to me that it might be lacking in the finer engineering developments and the finer developments in things like aircraft, aircraft engines and so on. And I couldn't possibly imagine a nation with this sort of potential carrying on without demanding—not just asking or thinking about it, but demanding—its own aircraft, its own aircraft industry, its own engine industry and indeed a lot of other industries, too. But of course I was an aircraft man at that time and so I said: 'All right, That's my field. I'm going to have a go at it.' And so, well, we had a 'go'."

Sir Roy spoke of the difficult, initial days of the new, A. V. Roe Canada company and recalled how Fred T. Smye, now Vice-president and General Manager of Avro Aircraft was "absolutely invaluable to me". During those days, which, he said, "were about our very lowest ebb", Mr. Smye "arranged contracts for storage of Lancasters. Old Don Rogers, when he had nothing else to do with flying would grease the wheels and Ernie Alderton was general foreman unloading 8 by 8 planks and shoving them under Lanc axles to keep them off the ground. I thought: 'As long as that spirit is around we'll not die very quickly'. And, of course, we didn't."

### "Things Start To Move"

Touching upon the representations made to the government and the RCAF with regard to design and development of a Canadian jet fighter, Sir Roy recalled setbacks and disappointments until one senior air force officer "started to take a little more interest in the things that were brought forward. Things started to move and a little later he became Chief of Air Staff

and he was determined to have an industry behind his air force. He was determined that his air force should grow. He was quite sure that it was a factor for safety in defence, not only the defence of Canada but the whole Western world; that it would be good for Canada, for employment in Canada. He rode as a lone fellow for a while but then his air force came in with all their might behind him. Without that fight, none of us would be here now. That man is our vice-chairman, who is sitting on my left now, Air Marshal Curtis."

### Additional Help

Sir Roy recalled his decision to secure the services of Mr. Gordon from Hon. C. D. Howe "who was his boss" and had "borrowed or pinched him from the John Inglis Company." At that time, Sir Roy said, "it was very obvious to me, as it was to a lot of other people in the company, that we were very short on top management. Poor old Fred Smye was worked to a frazzle. Walter Deisher who was vice-president was a sick man. I decided we had better have some additional top strong management in."

When Mr. Gordon joined A. V. Roe Canada, "that day was a very big turning point in the history of our company", Sir Roy continued. "Not only did I hire that day a most successful young president and general manager; I made a friend, one of the best friends I ever had. And I don't want any better."

Sir Roy recalled that it was Mr. Gordon, in turn, who brought Walter R. McLachlan, Vice-President and General Manager of Orenda Engines to Malton and referred to Mr. McLachlan as "well thought of throughout Canada, throughout all government circles and by his own team in his own factory."

### Team Members

Sir Roy then went on to speak very informally of "other members of our teams" . . . such as: Earle Brownridge, Vice-President, Manufacturing, Orenda Engines: " . . . Look how he has developed; . . . And J. C. Floyd, Vice-President, Engineering, Avro Aircraft: " . . . The only non-American who has ever won the Wright Memorial Medal"; . . . Harvey Smith, Vice-President, Manufacturing, Avro Aircraft: " . . . We needed a strong, capable manufacturer in the works and we got him" . . . ; Don Rogers, Avro Aircraft Chief Test Pilot: " . . . I wouldn't mind having a thousand dollars for every mile he's flown me"; . . . J. A. Morley, Vice-President, Sales and Service, Avro Aircraft: " . . . And we have that wild man from Nova Scotia, Joe Morley, . . . a great tower of strength . . ."; Frank Trethewey, Vice-President, Sales and Service, Orenda Engines: " . . . I didn't know until after Frank came that he was the first chairman of deHavilland's. I felt very proud that Frank should come to us after that."

Sir Roy predicted that "we can expect great things before long", from the first new company to join the A. V. Roe Canada Group, Canadian Steel Improvements. He listed some of the major expansions under way at C.S.I.

### Basic Company

Speaking of "the latest company to join our group"—CanCar—"one of the basic companies of this country", Sir Roy said: "We haven't got Canadian Car merely to have it; it is not merely a matter of pride of possession in having another company; we have gone into it because we consider it just that very thing, basic to Canada, just as aircraft design and engine design and development is basic to Canada.

"I am quite confident as time rolls by—and not all that much time, either—we shall be seeing new things rolling out of CanCar just as they have out of Avro Aircraft. And that to me will be another proud day."





RECEIVING HIS PIN from Fred T. Smye at the reception ceremonies is Lew Graham of the Plant Protection Corps. In the background members can be seen entering in a steady stream through the door.



BEATIN' IT OUT on the piano as the party broke up is Reg. Whittington. The serenaders include from left to right: Charlie Falardeau, John Spencer, Tom Johnson, Harry Gallinger, John Main and Joe Sheppard, none of whom needed any coaxing.

## Telegrams

(Continued from Page 1, Col. 2)

Roy Dobson: "Please convey my congratulations to all concerned on your tenth anniversary. Ten years of pioneering have built up an enterprise of which you may be proud. Best wishes for a successful dinner."

Sir Frank Spriggs cabled: "Congratulations to everyone at the anniversary celebration dinner on the fine achievements of A. V. Roe Canada. Your progress in 10 years ranks as one of the greatest in the history of industry."

Among the other cables from the Group was this message from James A. R. Kay, General Manager, Avro Manchester: "Birthday greetings on the 10th anniversary of Avro in Canada from Avro in Manchester and best wishes to all founder members of the Avro Aircraft and Orenda Engines Ten Year Clubs."

From Ottawa, Hon. C. D. Howe sent the following telegram to Mr. Gordon: "Best wishes and congratulations to Sir Roy Dobson, yourself and A. V. Roe Canada Limited on the celebration of your 10th anniversary and achievements since 1945."

Neither Vice-President, Engineering J. Floyd of Avro Aircraft and Vice-President, Engineering Charles Grinyer of Orenda Engines were able to be present, Mr. Floyd being in England and Mr. Grinyer in the United States.

To Sir Roy, Mr. Floyd cabled: "Happy anniversary and congratulations your child coming of age. Hope you reasonably happy his progress. Could not have had better father. Will be there in spirit." To Mr. Gordon, Mr. Floyd cabled: "Congratulations and best wishes 10th anniversary. Hope next 10 more success, fewer ulcers". To Fred T. Smye, Avro Aircraft's Vice-president and General Manager, Mr. Floyd cabled: "Happy anniversary to Daddy Fred and all the little 10-year-olds. Also their Indian cousins."

To Mr. Gordon, Mr. Grinyer telegraphed: "Convey best wishes to Sir Roy, guests and the boys."



EYE FOR BEAUTY, TOO—Shown with Sir Roy Dobson are five of the distaff members of the ten year clubs. Left to right they are: Kay Shaw, Design Office; Jean Cronie, Secretary to Orenda's Walter McLachlan; Kay Burrows, Cashier; Betty Moore, Secretary to Fred Smye; and Mary Newnes, Librarian. Girls were popular minority.

## Strength in Family Unity

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through to production and in selling it; but without the support of Sir Roy and the support of Crawford Gordon and the A. V. Roe Canada Board, we would never have had the chance.

"Now, while I am speaking about Orenda, and I cannot help but speak about it, I think it is only proper and right to mention the lasting feeling which I know is in the minds of all those who are associated with the early days of the Gas Turbine Division for the contribution that Fred Smye made to this new and what at times must have been a very frightening venture.

"Compared with the problems that Fred has to face today", Mr. McLachlan went on, "dealing with aircraft that goes vertically, horizontally and, according to the Farnborough reports, even backwards, it must in retrospect seem very simple. However, in the days of the Chinook and the early Orendas with every wise guy outside betting against it, it must have been a nightmare."

"I say to you, Fred", he added

amidst applause, "that I believe the boys won't ever forget those days and the part that you played in it."

The Orenda Engines Vice-President and General Manager then turned toward Sir Roy and continued: "Sir Roy, while it is fitting that on the 10th anniversary of A. V. Roe Canada Limited your audience is composed mostly of those who have 10 years of service, I think what you have said tonight might well have been said to all the thousands who make up the A. V. Roe Canada family."

Mr. McLachlan thanked Sir Roy for his faith in Canada "in the past and in the future, for your faith in us as people, for the wealth of experience that you bring to us and particularly for the example that you give us in your courage and in your tenacity in carrying out what you believe in. Ladies and Gentlemen, may I propose a rising vote of thanks to that great Canadian, Sir Roy Hardy Dobson."

The crowded room rose as one with prolonged applause of appreciation and agreement.

# Started Jet Age in Canada Overriding Experts' Advice

(Continued from Page 1, Col. 2)

another think about it and then you can come back and see me in a week or so." To that Sir Roy said "O.K."

"In addition to that, Mr. Howe called the Minister of National Defence for Air, the Hon. Mr. Colin Gibson on the phone. He made an appointment for Sir Roy. Sir Roy met with Mr. Gibson and the then Chief of the Air Staff, Air Marshal Leckie. Air Marshal Leckie subscribed to the principles which Sir Roy was advancing, which was that Canada should design her own aircraft for her own air force and that our air force should have an industry to support it. Leckie thought this was a really good idea but he didn't see how under existing circumstances this could come about. In fact he didn't see how the Air Force could continue to survive, let alone an aircraft industry."

With the end of the war in Europe, Sir Roy made an agreement with Hon. C. D. Howe for the purchase of the facilities of Victory Aircraft at Malton. With the end of the Japanese War, Mr. Smye continued, Sir Roy concentrated heavily on bringing business to Malton to replace lost orders for Lancasters and Lincolns.

Sir Roy talked extensively with the RCAF and TCA. Mr. Smye said, and there found a little more encouragement "insofar as TCA obviously had to re-equip with new aeroplanes and they toyed with the idea of having an aeroplane designed in Canada for their use."

The entire industry was ready to shut down.

"Sir Roy talked to them all. Among them he talked to Victor Drury who was the president of Canada Car and Foundry. This company was one of the largest industrial organizations in Canada at the time. They had a large aircraft activity. They had built Hurricanes and they had built the dive bomber and they had manufactured shells, they had shell-filling plants, they had explosive plants, they operated large machine shops and foundries."

The then president of Can Car offered a deal to Sir Roy that would exchange facilities, capacity and cash for a principle, ideas and technical know-how. "Sir Roy turned that down," Mr. Smye continued. "And he turned other offers down and he came back to Victory. To me, anyway, the fact that Canada Car now is a member of the Group is the most significant thing in the ten years of this company."

The international experts were unanimous in their belief that Sir Roy was attempting the impossible, Mr. Smye continued. And yet he was determined to continue even to the extent of disregarding the further consideration that his career was at stake here in Canada. "He had everything to lose and he knew this," Mr. Smye went on. "But in spite of that he held to his ideals."

From an original intention to secure only the administration building and first bay at Malton, Sir Roy took over the entire existing million

square feet. "I asked him," Mr. Smye said, "what are we going to do with the place? He said, 'I don't know but we will do something. We'll get along all right.' He said, 'Look here, Freddy, this young company we are trying to get formed here is going to be a great company some day. It's going to design and produce military and commercial aircraft. It's going to design and produce gas turbine engines. It's going to design and produce guided missiles, rocket motors, and in time over the years allied products of that nature.'"

"Now, just think back to 1945. That was quite a mouthful for anybody to be saying, particularly with regard to aircraft engines because at this point and even through the war Canada had never produced an airplane engine or any part of it. And here was this man saying, 'We're not only going to produce them; we're going to design and develop them.' He also said, 'I'll bet you in 10 years that this company will be one of the largest, if not the largest, unit of the Hawker Siddeley Group.'"

"Now at this time, here is Victory flat on its back and you've got companies like Hawker and Gloster and Avro, not companies of just a wartime type but ones with a constant employment of a great many people, five to ten thousand people."

"He said, 'If we're lucky enough to make any money out of this thing, any profit from our operations, we're not going to run off with it back to England. That's not our intention. We're going to put it back into this little company and we're going to improve its research and development facilities and add to its stature so that it can go on to bigger things. Our concern and interest here in this thing is not a mercenary thing, not an immediate mercenary commercial thing; this is a long-term interest which we have in a principle. This is something we think should be done in the interest of Canada and the British Empire. That is our outlook on this project.'"

"During the early days of the operation of the company and in fact until almost recently the company went through these crises and dark days and trials and tribulations and headaches, as Sir Roy forecast it would—and I know something about them—and all through them Sir Roy backed the company and the people in it and even in the darkest days he never did forsake his confidence in the company and its people and the basic principles on which it was founded."

"In closing there is one thing which I would like to assure you of and convince you of tonight, and that is this, that without the vision and the courage and the faith in our country and in the principle that this country fundamentally should have a basic aircraft industry there would be no CF-100, there would be no Jetliner, there would be no Orenda engine, and there would be no CF-105, and there would be no PS 13, and you would not be here tonight reflecting and reminiscing on the things which have taken place here in this company in the last 10 years."

## Members Praise Decorations

There were many favorable comments from all sides on the decorations provided for the evening.

On leaving the elevator, members found themselves in a photographic salon of pictures that immediately sent their minds racing back to the early days.

As these were large blow-ups many were able to find themselves among the people featured in the prints.

Centrepiece of the Crystal Ballroom decorations was a tremendous blow-up of the Avro and Orenda Plants. Outlined on this picture were the additions made since 1945 and from these ribbons led to pictures of these particular sections. Tables and alcoves were tastefully decorated with flowers.



TWO JACK REIDS, both with 10 years' service, both with Avro Aircraft. Jack (left) is a Sub Foreman in General Electrical, while Jack (right) is a Group Leader in Receiving and Sub-Contract Inspection. Their names caused quite a confusion.



FOUR FIRST FLIGHT witnesses recall the day. Charlie Jones, Foreman in Experimental and Sub-Assembly; Joe Morley, Vice-President, Sales and Service, A/M W. A. Curtis, Vice-Chairman of the Board, A. V. Roe Canada; and Jack Milling, Foreman in the Paint Shop. RCAF officer in the mural is Air Marshal Curtis.





# Here are the Charter Members

Following, in alphabetical order, are Avro Aircraft's Ten Year Club Originals



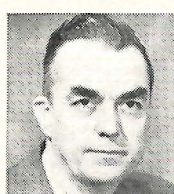
Frank Ackroyd



Alec Adamson



Bill Adamson



Ron Adey



Stan Aikin



Red Akins



Ernie Alderton



Elmer Allen



Harry Asquith



Eleanor Bailey



Phil Bailey



Gerry Barbour



Martin Barilla



Ken Barnes



Bert Beasley



Al Bedford



Joe Best



Bert Biggar



Cliff Bird



Bill Boothroyd



Jim Boyd



Eric Bright



Cy Buckley



Kay Burrows



Jack Campbell



Emmett Carrigan



Bill Carter



Harry Chadwick



Jimmie Christie



Bud Christopherson



Leo Clarke



Jim Cleminson



Don Closson



Herb Codlin



Ted Colville



Lloyd Connell



Len Cooper



Walter Coram



Cliff Cowieson



Keith Cowieson



Garth Cowtan



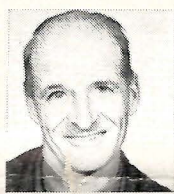
Joe Cribar



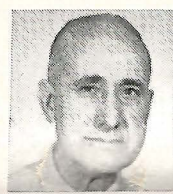
George Cross



John Currin



Fred Davey



Frank Demois



Gerry Devries



Albert Dewar



Russ Dickin



Sir Roy Dobson



George Draper



Howie Dunn



Ken Edwards



Charlie Falardeau



Wilf Farrance



Bob Faulds



Charles Feeheley



John Ferguson



Mike Finegan



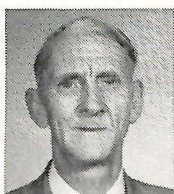
Bill Fitzakerley



Frank Fortune



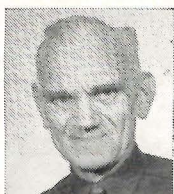
Leo Fowler



Art France



George Francis



Percy Francis



George Funston



Hugh Galbraith



Harry Gallinger



Tom Gamble



Jack Gane



Lorne Garvin



Jake Gaudaur



Hugh Gilmour



Lloyd Godfrey



Jimmy Graham



Lew Graham



John Haggerty



Herb Hale



Eric Hall



Ken Hall



Earl Hallman



Regis Hanley



Cec Harris



Walter Harris



Denny Harrison



Armour Henderson



George Highstead



Greta Hoar



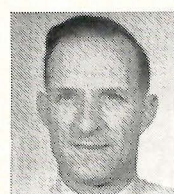
Bert Hocquard



Tom Hore



Sid Howland



Jim Japp



Colin Johnson



Bob Johnson



Charlie Jones



Arthur Keeping



Ernie Kennedy



Fred Lee



Tom Lennie

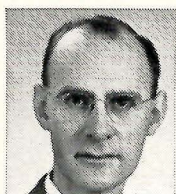


George Levitt





Fraser Lockhurst



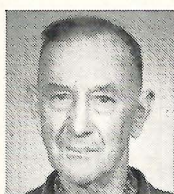
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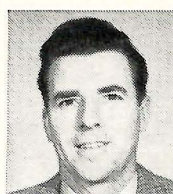
Judd Lynch



Roman Malanczak



Vic Mason



Lorne Mavety



Dave Meldrum



Jack Millie



Jack Milling



Lou Miron



Ken Molson



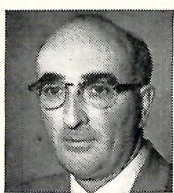
Bill Moodie



Betty Moore



John Moore



J. A. Morley



Joe Murray



Bill McCart



Harry McClintock



Percy McConnell



Ed McCrea



Hugh McCreath



Jim McDonald



Ian McGeachy



Jerry McManus



Ken McPherson



Harry MacDougall



Lorne MacKenzie



Dan MacGinnon



Gord MacPherson



Les MacPherson



Mary Newns



Eileen O'Donnell



Gus Oke



Lorne Osburne



Walter Parish



Clint Payie



Art Peers



Alf Perrier



Mario Pesando



Norm Pezzack



Fred Philpot



Phil Pileski



Eldene Pipher



Ken Prest



Jack Proctor



Cameron Poyntz



Ron Reed



Jack Reid



John Reynolds



Norm Ring



Don Rogers



Mike Rose



Mal Rutherford



Gerry Saunders



Art Sawyer



Kay Shaw



Tom Shaw



Bill Shaw



John Sheepway



Joe Sheppard



Ray Sheppard



Jack Sheridan



Harold Shilson



Harry Shipley



John Simm



Bert Small



Walter Smart



George Smith



Gord Smith



Fred T. Smye



Bill Somerville



Les Southgate



John Spencer



Jim Spicer



Howard Spicer



Walter Spink



Charles Statham



Harry Stephenson



Jim Storr



George Tarzwell



Jimmy Taven



Everett Taylor



Jack Taylor



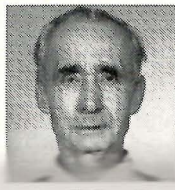
Al Tice



Ray Tester



Len Threlkeld



Len Threlkeld



John Thorne



Len Thorne



J. E. D. Torg



Jim Tagwell



Joseph Turner



Ben Thomas



Dave Wagner



Harry Watts



Joan Whalen



Ray Whittington



Murray Miller



Chris Wilson

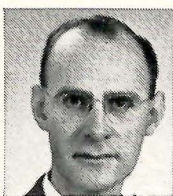


Doug Wilson





Fraser Lockhurst



Norm Lucas



Judd Lynch



Roman Malanczak



Vic Mason



Lorne Mavety



Dave Meldrum



Jack Millie



Jack Milling



Lou Miron



Ken Molson



Bill Moodie



Betty Moore



John Moore



J. A. Morley



Joe Murray



Bill McCart



Harry McClintock



Percy McConnell



Ed McCrea



Hugh McCreath



Jim McDonald



Ian McGeachy



Jerry McManus



Ken McPherson



Harry MacDougall



Lorne MacKenzie



Dan MacKinnon



Gord MacPherson



Les MacPherson



Mary News



Eileen O'Donnell



Gus Oke



Lorne Osburne



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Joe Sheppard



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Howard Spicer



Walter Spink



Charles Statham



Harry Stephenson



Jim Storr



George Tarzwell



Jimmy Tawse



Everett Taylor



Jack Taylor



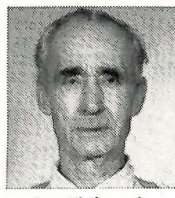
Ab Tee



Ray Teeter



Len Theobald



Am Thibeault



John Thorne



Len Thornquist



J. S. D. Tory



Jim Tugwell



Joseph Turner



Rex Veness



Dave Wagner



Harry Watts



Joan Whalen



Reg Whittington



Murray Willer



Chris Wilson



Doug Wilson



Norm Wilson



Stan Wilson



Grahame Wishart



Bryan Wood



Frank Wood



Jack Wood



Bob Wood



Matt Wetherspoon



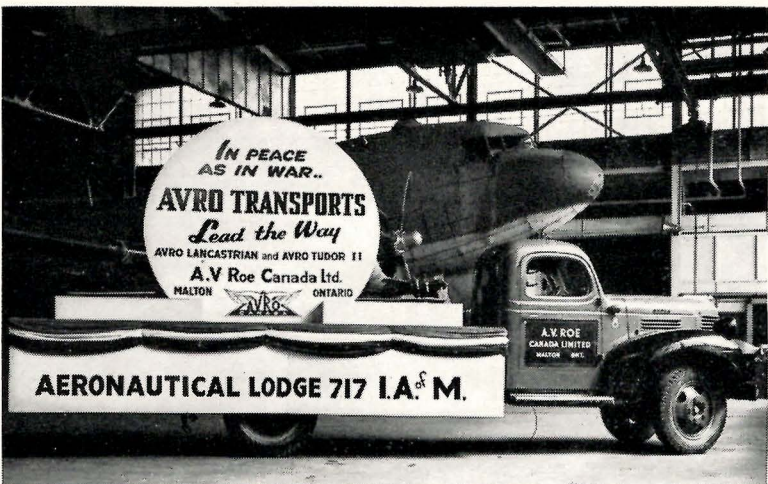
Jennie Wright



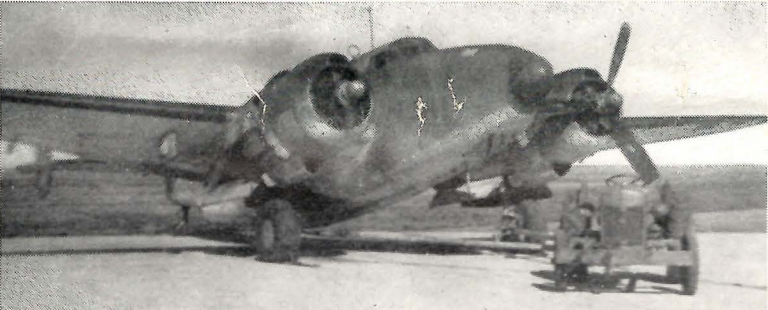
Olive Wurm

**(Members unavailable for pictures were Jack Reid, Mary Kelly and Don Cryderman)**





PRIZEWINNING FLOAT in 1946 parade was this entry by Lodge 717 members with the accent on transports, big news then were the Avro Lancastrian and Avro Tudor II.



THIS Ventura was the first aircraft ever flown in the name of A. V. Roe Canada. Chief Test Pilot Don Rogers took this picture out West before flying aircraft into Malton.



ORIGINALLY Jetliner looked like this, but as specified engines were not available in time the design was changed to the familiar four-jet aircraft we know today.



SWITCHBOARD was small. Note Ten Year Clubbers E. O'Donnell (lt.), E. Pipher (c.).



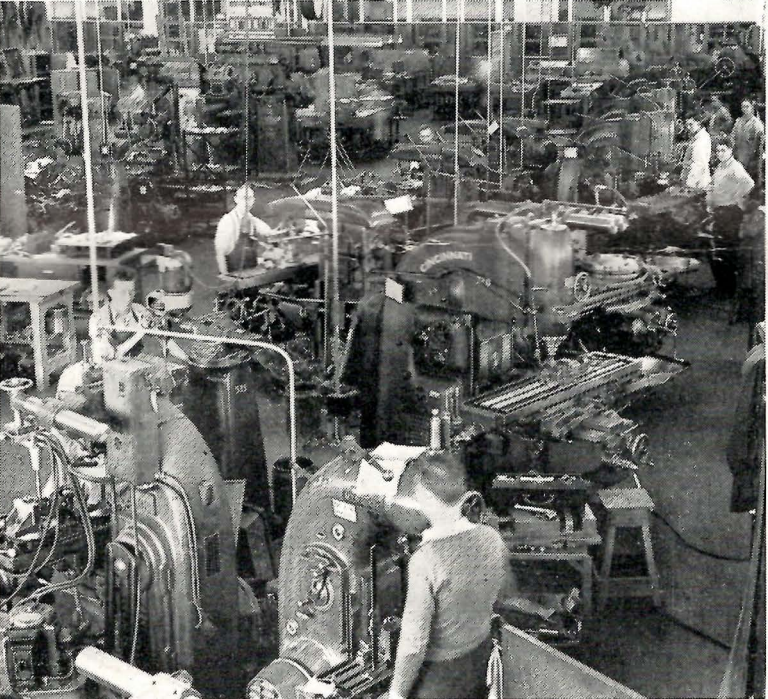
JETLINER takes off for the first time, making aviation history in Canada and U.S. This was a great moment for everyone in the plant and tribute to young company.



OPENING softball 1948, Paul Dilworth (batter), with Fred T. Smye, catching.



JETLINER carried first official airmail by jet when it visited U.S. on a grand tour.



WAY BACK in '46 someone took this picture of what was then the Machine Shop. Probably quite a few of the oldtimers will remember this familiar shop scene.

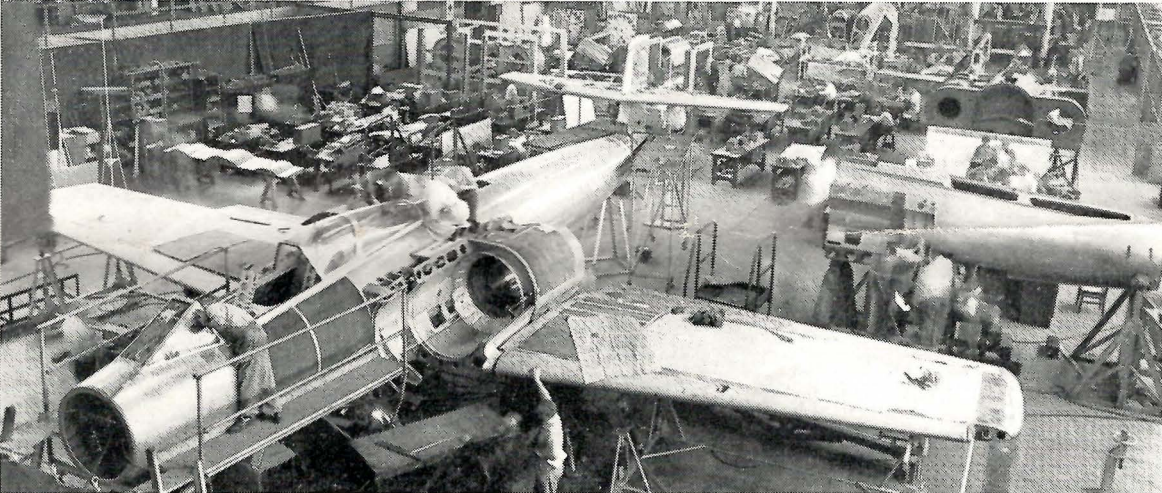
AVRO AIRCRAFT NEWS



THERE ARE MANY FAMILIAR FACES in this group seen here holding a Christmas get-together in the old days when there was just a comparative handful of employees scattered throughout the big plant. Can you guess the date of this?—1947.



QUITTING TIME—and there's no need to say this is an early post-war picture. Just look at the vintage of all those cars. On left is the old gate hut which was replaced by the present construction about two years ago. Some familiar faces here, too.



NOW THE CF-100 is shaping up in metal, and excitement continues to grow as final parts are manufactured and another new Canadian-designed aircraft is prepared for flight. This big event took place just a short time later at turn of year.

... CONTINUED

# First Flight of CF-100

SEE  
PAGES  
10-11



# Pioneers Of Avro 'Group



Here are gathered charter members of the Avro Aircraft Ten Year Club and the Orenda Engines Ten Year Club and special guests, observing with the parent company the 10th anniversary of A.V. Roe Canada Limited. The scene: the Crystal Ballroom of the King Edward Hotel in downtown Toronto. The date: December 1,



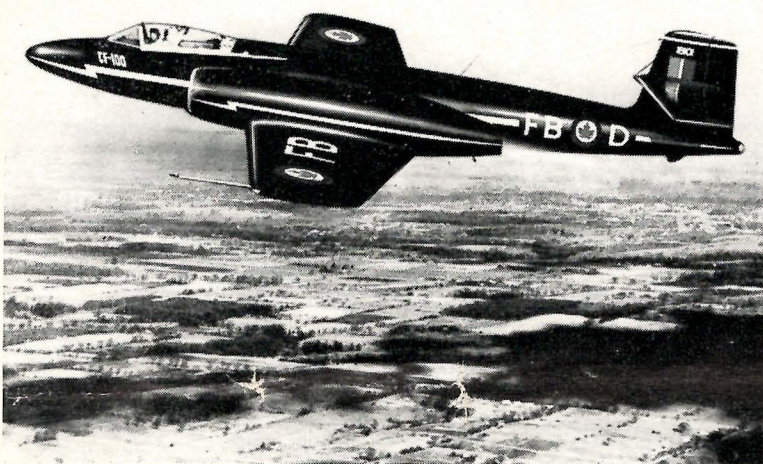
# Celebrate 10th Birthday



**1955. They heard the man who had the vision and courage and faith in Canada to establish what is now the A.V. Roe Canada Group... Sir Roy Dobson... declare: "Wherever you find Avro . . . you'll find a family . . . and you'll find a team. And you've got it right here in Toronto . . . moreso than I've ever known."**



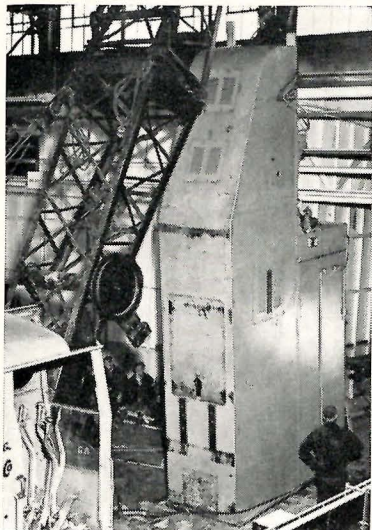
# ...Then Came Next Five Years of Great Expansion,



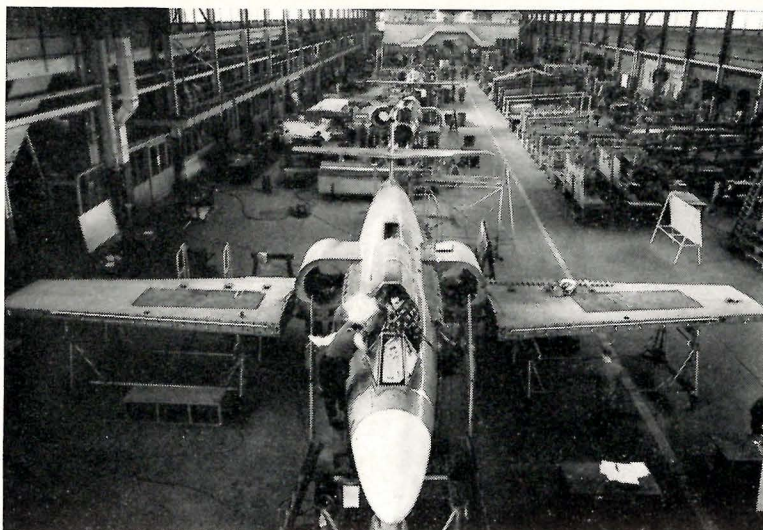
JANUARY 19, 1950: People leave their offices and machines, for outside the CF-100 is roaring on the runway . . . gathering speed . . . and is airborne for the first time. To say this was quite a day is putting it mildly.



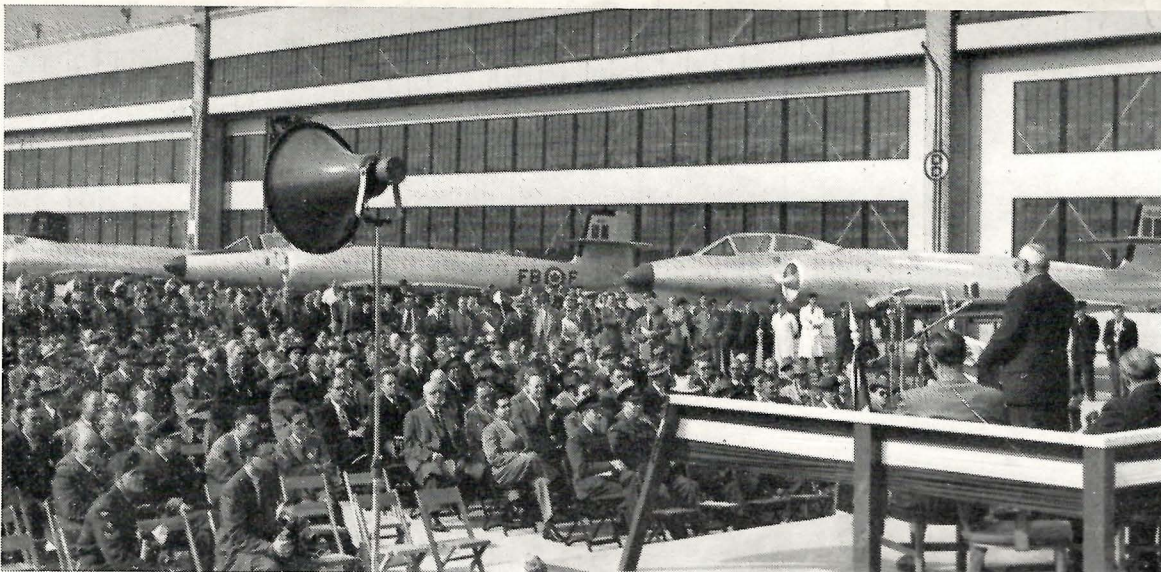
WITH pilot Bill Waterton, are Air Marshal Curtis, Defence Minister Claxton, Walter Deisher congratulating him.



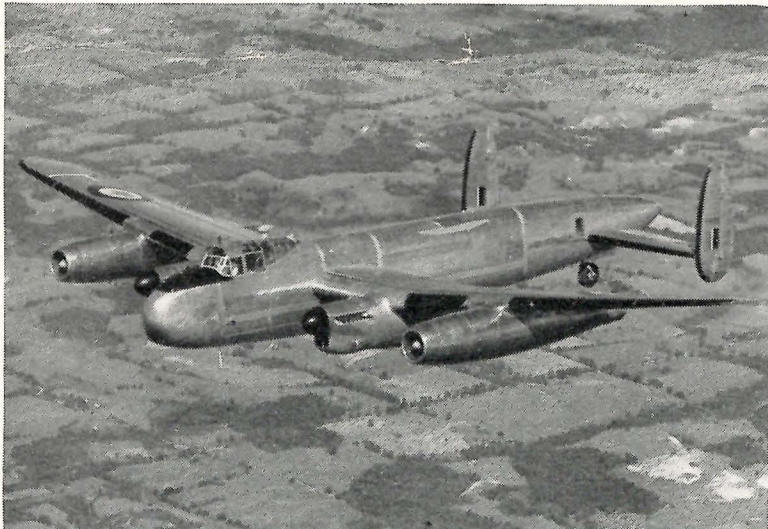
MASS move of machinery to the new Orenda plant starts to get underway.



PRODUCTION LINE in Bay II starting up. Date: Christmas Eve, 1950. Number of men on days—203; and on nights, 78. Just one aircraft is fully married up.



THEN ON OCTOBER 17, 1951, came the first delivery of CF-100s to RCAF. This was another big occasion in a short history. C. D. Howe (on the platform) described it as "a notable Canadian achievement . . . a milestone in Canadian development."



NOW HERE'S an old friend which became a familiar sight over Malton during these years—only to be destroyed in the fire which burned down No. 5 hangar.



JULY 19, 1952, found a vast crowd of Avro families at the CNE picnic grounds for what was the first of the giant Avro picnics which rose in numbers every year to reach into the 13-14,000 numbers. Today these picnics are an institution in Avro life.

## Remember When . . . ?

At the turn of 1950 the hopes of everyone at the plant were fulfilled when Bill Waterton, grinning behind his handlebar mustache, whipped the CF-100 off the ground . . . and you couldn't move for handshakes and congratulations all round. . . . It was also around this time that it was revealed that Avro Canada had been making big contributions to aviation medicine with the Aviation Physiological Laboratories . . . and "G" suits were still raising laughs . . . project designer John Frost was presented with a pair of binoculars to keep his eye on Bill Waterton as he put the CF-100 through its paces.

The office girls got their first I.B.M. Executive typewriter in February of '50—and it lost 'em. . . . New York welcomes the Jetliner and U.S. aviation writers wail and moan about "What has happened to U.S. lead in the aviation world?" . . . In May of 1950 there were already plans in the air to have the CF-100 and Jetliner make a transAtlantic hop. . . . Orenda Lancaster was now becoming a familiar sight around the plant. . . . Around this time both the CF-100 and the Jetliner were being seen here, there and everywhere across the North American continent . . . while a top visitor to the plant was Sir Frank Whittle, father of the jet engine.

Then came this report from President Sir Roy Dobson: "Since the war in Korea and my last visit to Avro Canada, we have made considerable progress. Our orders for CF-100 fighters and Orenda engines have considerably increased, and soon these aircraft and their engines will be an important part in the defence of Canada".

That winter Avro's entry in the Western Industrial Hockey league was made up of Blake Eatough, Murray Neilson, Steve Posivy, Phil Phillion, Joe Champagne, Tom Brassard, "Waldo" Watson, George Wright, Doug Chapman, Benny Harris (coach), Joe Southern, Bill Jennings, Ted Spragge, Hugh Gilmour (manager), Ross Johnson, Herb Anderson, Jack Bionda, Carmen McCready and Ron Webster (trainer)—which stirs memories?

Jim Floyd, then Chief Design Engineer, won the Wright Brothers' Medal—the first non-American to win this coveted Nobel prize of aviation. . . . In August '51 came the first suppression equipment for the engine test cells, cutting the noise to one-fiftieth of what it had been. . . . First Orenda-powered CF-100 was being flown around as a test bed for the new engine. . . . On October 17, 1951, the official presentation of the Orenda-powered CF-100 to the RCAF. . . . Five days earlier Queen Elizabeth had arrived at Malton Airport. . . . Lodge 717 won first prize in its section at the Labour Day parade. . . . As the year turned into '52, across the way the big Orenda plant was near completion.

Reports of the promised defence workers' houses showed that 55 of the first 75 units on Islington Avenue were almost complete. . . . Separate self-service cafeteria to relieve congestion in the main cafeteria was opened for supervisor staff. . . . A new film on Avro Canada showing the various aspects of the company's work was to be ready this Spring (1952). . . . Credit Union Membership at this time was reported at 1,277.

In February, 1952, Bob and Audrey Porter, and Mary and Tyrer Wells were the first families to move into defence homes. . . . Canadian Steel Improvement (now a member of the A. V. Roe Group) opened a new plant in Etobicoke to make Orenda blades. . . . Traffic lights were installed at Malton Four Corners and everyone in Malton had a different answer to the traffic problem.

After trailing four goals at early in the second period, Avro went on to win the hockey game 7-6 against Canadair. . . . North Bay—first CF-100 O.T.U. to defend the Canadian north was being carved out of a 6,000 acre plateau. . . . April, 1952 famed pilot named Jan Zurkowski joined the company. . . . In May the total number of employees reached 10,000. . . . Over on a piece of ground behind D1 the Production Flight Test Hangers were just going up. . . . Hawker Siddeley Group put another \$3,000,000 into Avro. . . . Then the new Orenda plant was opened . . . old Lesaside plant was going strong on Lanc work. . . . The South parking lot was greatly enlarged. . . . 13,000 squeezed into the Coliseum for the Christmas Party. . . . Dec. 18, "Zura" went supersonic in experimental Mk 4. . . . Prime Minister St. Laurent went calling on an Avro family in Rexdale.

Field Marshal Viscount Montgomery visited Avro. . . . And 26,000 came to the "Open House" at the plant. . . . June, 1953 saw the changeover to the Mk 4s. . . . Remember that year a couple of groundhogs raised a family right on the warm-up strip? . . . Prime Minister St. Laurent had lunch in the cafeteria. . . . By now Highway 401 was becoming a reality. . . . The famous Hawker Siddeley design Council paid a visit. . . .

Then the first Mk4 rolled out of Bay III. . . . Retirement Income Plan came into being. . . . In December the present South lot parking arrangements were made. . . . And the new working hours schedule began the following Spring.

The last 18 months most people remember well. There was Hurricane Hazel, the report of CF-100s for Europe, the CF-100s at Farnborough, and a thousand other moments that bring back memories. There have been ten packed years that would need a book to tell all.



# Development and Teamwork in Production



REMEMBER the first Mark 4 coming off: September 30, 1953, beating an "impossible" deadline date?

THERE WAS the time when the whole Machine Shop shift stepped forward when they heard that fellow employee John Boardman had been critically injured in a hit-and-run accident on the highway and was badly in need of blood transfusions. Here he thanks those who helped.



DECEMBER 18, 1952 Jan Zura-kowski is supersonic in MK4.

"MONTY" shakes hand of Jack McDonald, which he once shook before in Italy in war.



PRODUCTION SWINGS into high gear and CF-100s were coming off the line in quantity for the RCAF squadrons at home—and soon for overseas, with NATO.



THERE was "Open House" day when about 26,000 Avro families toured plant.



IN 1954 Hurricane Hazel whipped through southern Ontario. But the appeal for help was quickly answered by Avroites who came forward to aid in every way.



FARNBOROUGH—and a magnificent Zura display.



IT WAS LAST YEAR that the first three plane-loads of employees made the trip to U.K. and Europe for their summer vacation. This year the numbers were even bigger, starting a new trend.



Vol. 1, No. 1 PUBLISHED BY AVRO AIRCRAFT LIMITED, MALTON, ONTARIO JANUARY 14, 1955

Signs Of The Times . . .

Avro Right As Go

How do you go a... What's involved... How do you work... you, and yet operati... What gives, anyw... What's it all abo... Well, remember... News, that came out... vision of A. V. R... craft Ltd.?



THIS WAS the first issue of the new Avro News which signalled that Avro Aircraft was now operating as a separate company within the new A. V. Roe Canada group.

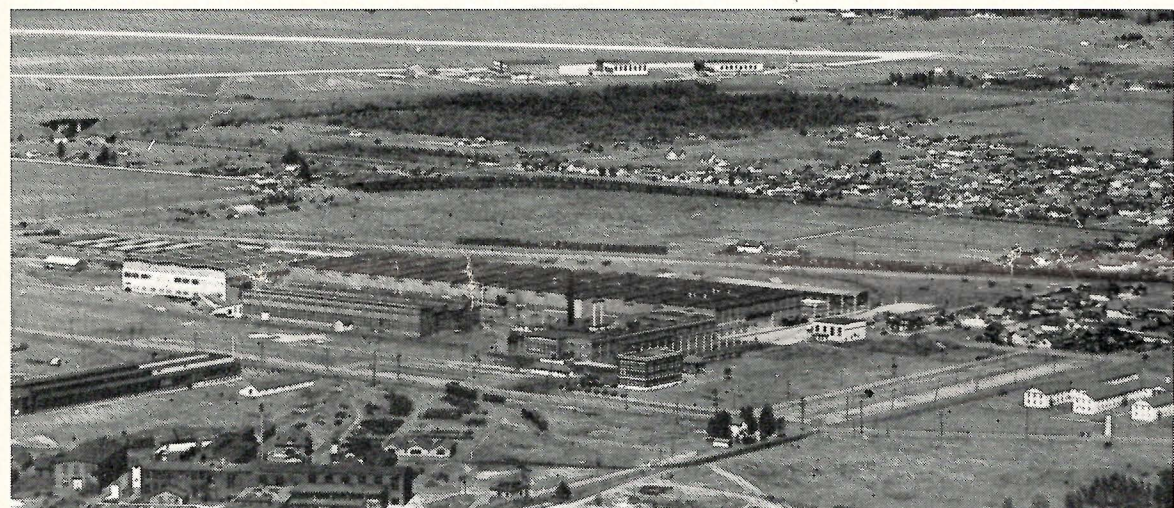
AVRO AIRCRAFT NEWS



LAST WEEK was the 10th Anniversary of A. V. Roe Canada. Much has happened in these few short years. Canada has come of age in the eyes of the aviation world through what has taken place here in Malton, and congratulatory messages are still being received by this young group.



# CanCar Welcomed To Group



AT FORT WILLIAM PLANT buses of all types and aircraft are produced. The plant covers 76 acres and has nearly 700,000 square feet of floor area. Autobuses and trackless trolley coaches from here are shipped to all parts of Canada. Every major transit system and many inter-urban operators employ Canadian Car buses carrying millions of passengers daily.



THIS HYDRO-ELECTRIC hub casting is another typical example of the broad industrial field covered by Canada Car plants.



MAJOR PORTION of the railway cars in use in Canada today are products of CanCar, which has been in existence 50 years.



MORE FAMILIAR outlines to Avroite eyes comes from CanCar's aircraft operations. Major undertakings include T-34 trainers for the RCAF and USAF. During the war the company turned out more than 1,600 fighters at its Fort William plant. Total number of employees at Canadian Car and Foundry's three Montreal plants and Fort William plant is around 7,000.

## Erect 9-Ton Main Frames Of Big Rubber-Pad Press

Work on the installation of Avro Aircraft's new 15,000 ton rubber press is proceeding favourably with the erection of the main frames now underway.

Each of these up-right frames weighs nine tons and they are installed in sections of four. Due to a clearance of only 6" from the top of the frame to the roof, this installation is "close" to say the least.

Installation of the frames and base is expected to be completed by the end of this week.

Foundation of the skin milling machine in Bay II is completed, with installation expected in January. Stewart Ball, who will be the Sub-

Foreman in charge of this equipment is with the supplier at the present time, becoming familiar with all aspects of its operation.

The third major installation is the air circulating furnace immediately adjacent to the new rubber press.

This equipment is used for the heat treatment and aging of materials. Equipment used previously for this purpose did not have sufficient capacity required for the new programme.

This new machine is completely automatic, and differs from former equipment inasmuch as it uses hot air for heat treatment of materials in place of a liquid bath system.

## Dinner Pictures Being Issued

Special arrangements are being made at the present time to have a print of the large dinner group picture appearing in the centre pages of this issue delivered to each member of the Ten Year Club.

These pictures are to be sent out with the certificates of membership. Members are asked, therefore, not to call Avro News, Photographic Department, or Employee Services to try and obtain copies of this picture in advance of the mailing.

## 'Now 100 Percent Linked', Reports Crawford Gordon

Besides marking the 10th Anniversary of the founding of the A. V. Roe Canada organization, last week's dinner celebration had another important significance: it provided a most fitting occasion for the formal official announcement that Canadian Car and Foundry Co. Limited is now a member of the A. V. Roe Canada Group.

At the head table was E. J. Cosford, President and Managing Director of CanCar. To him and the 300 "veterans", A. V. Roe Canada President Gordon said: "I couldn't be more pleased that CanCar and we are now 100% linked. They have a lot to teach us. They had their 50th Anniversary last year. They have wonderful people, a wonderful staff. We are trying to work out a scheme—as a matter of fact, it's already in being—of having their people meet our people so we can have interchange of ideas and the best association possible."

In his remarks, Sir Roy Dobson said: "CanCar is one of the basic companies of this country. We haven't got CanCar merely to have it; it is not merely a matter of pride of possession in having another company; we have gone into it because we consider it as just that very thing, basic to Canada, just as aircraft design and engine design and development is basic to Canada. I am quite confident as time rolls by—and not all that much time either—we shall be seeing new things rolling out of CanCar just as they have out of Avro Aircraft. And that time will be another proud day."

Since its founding nearly fifty years ago, this company has risen from three small companies with largely local reputations to become the major supplier of railway rolling stock in Canada. It is also the leading manufacturer of motor buses and electric trackless trolley coaches and a major aircraft manufacturer. It is also the country's largest producer of steel castings.

The company has four plants, three of them located in the Montreal area and one in Fort William, Ontario.

The two railway plants in Montreal cover over 100 acres with some 1,400,000 square feet of floor area. They are completely equipped to turn out railway cars of every type. In addition, there is a wheel

foundry, steel fabrication shops and other facilities.

The Longue Pointe Steel Foundry with 50 acres and over a half-million square feet of floor area, on the outskirts of the city, is one of the most modern in Canada. The company recently finished a \$4,000,000 modernization program and has a capacity of 3,000 tons of steel castings a month. The Foundry also produces railway components and mining, hydro-electric and industrial castings.

Buses of all types and aircraft are produced at the Fort William Plant. This plant covers 76 acres and has nearly 700,000 square feet of floor area. Autobuses and trackless trolley coaches from here are shipped to all parts of Canada. The aircraft division is completely equipped with all facilities for the manufacture, repair and conversion of all types of aircraft.

On an average, the company employs some 7,000 people in its plants and their skills and experience will be a decided asset.

It is interesting to note that the roots of our new subsidiary even antedate the Canadian Railway system, and its growth has paralleled the development of Canada's railway system from the very beginning. One of the predecessor companies was manufacturing carriages during the reign of George IV, over 125 years ago.

Railway trackage in Canada has more than tripled in the nearly 50 years of the company's existence. Each year some 145 million passengers are carried by the Canadian railways. The various freight and passenger cars of Canada's railways travel nearly four billion miles yearly and the major proportion of these railway cars were produced by Canadian Car & Foundry.

In the autobus field the company in a relatively short period has been

(Continued on Page 16, Col. 3)

## 9,000 Crowd Packs Coliseum For Circus Christmas Party

An estimated 9,000 crowd jamming the Coliseum on Saturday for Avro Aircraft's second annual Christmas Party was treated to a great show.

There's no doubt that everyone loves the circus and Avro families showed by their applause that the hardworking Christmas Party committee had done a good job.

The weather couldn't have been much worse, yet crowds were entering the doors at 12.30 to get ringside seats for the pre-show warm-up.

First came a very fine display by members of the Avro Model Aircraft Club with some unusual models. In addition to controlled flight engine-powered models there was a helicopter—with cartridges in the blades—that rose smoothly to the roof. Another exceptionally light and delicate craft had wings made of the film formed by pouring a

cellulose mixture onto water. These and many other models—including one that trailed a large "Merry Christmas" sign like a drogue—were entertaining and often exciting as the craft glided close to the roof and supports.

The modellers, who received a big hand, were followed by the Avro-Orenda Choir. The members sang a number of Christmas carols and then led the community singing in a series of carols and popular songs.

Many present remarked on the improvement the choir has made since its formation last year. "Normally," says choir director Mrs. Corda Ward Buchner, "I don't let a choir sing in public until they've been practising five years. But this choir has worked so hard and come along so quickly that they are well worthy of a public appearance."

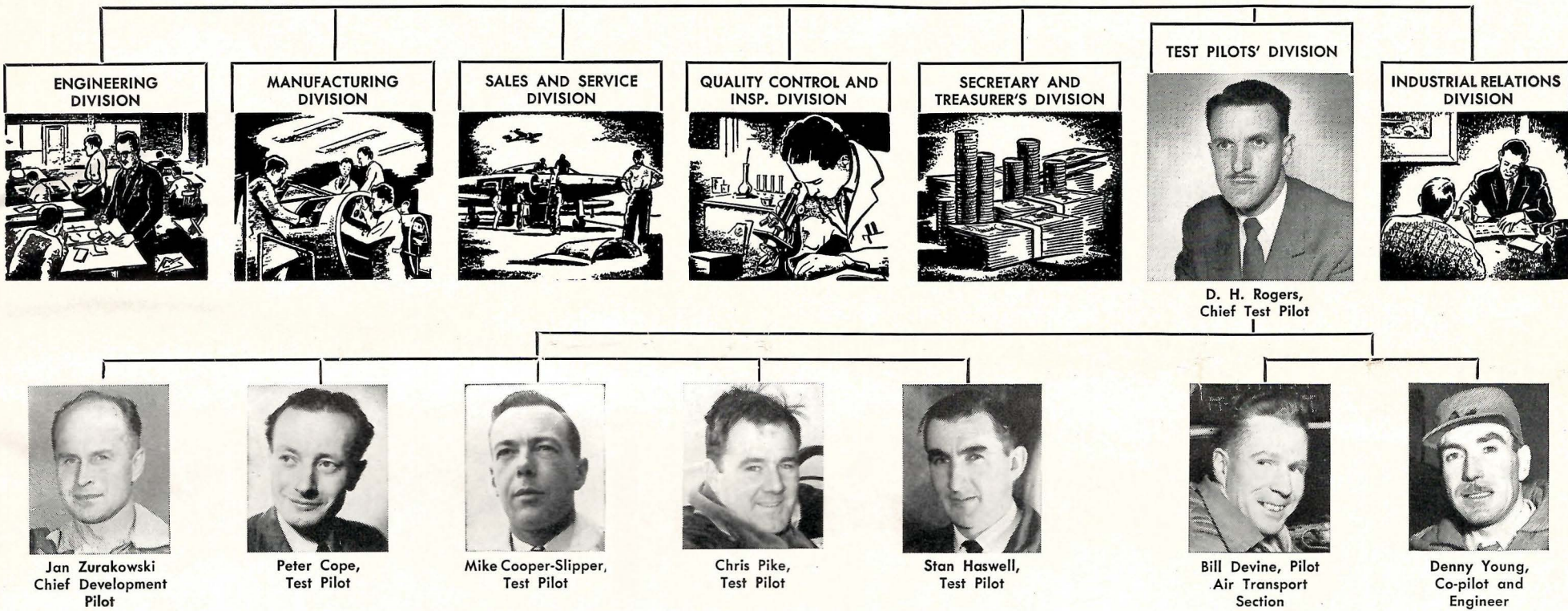
(Continued on Page 16, Col. 1)



# What's What . . . How? . . . Who? In Avro Aircraft Organization

## No. 20 In Series

This, briefly, is the story of the operation and organization of Avro Aircraft Test Pilots' Division. As the article reveals, the job of the test pilot is actually a far cry from the fanciful ideas of movie script writers and novelists. Gone are days when a flier stepped into a new aircraft, glanced around to find the few instruments it contained, then opened her up and took off.



## There's No Hollywood Touch In Real Job Of Test Flying

Hollywood and novels portray the test pilot as a nerveless daredevil who has little or no regard for authority, convention or his own neck. But in real life, he is seldom the glamorous superman of fiction. Rather, the proving of a modern high performance aeroplane demands a man with a serious approach to scientific research with some of the qualifications of an aeronautical engineer and an aircraft inspector as well as being a competent and experienced pilot.

When a new aircraft is being conceived, the test pilot's duties actually commence long before the first flight. During the many months or even years of planning, designing and building a prototype, the test pilot works closely with the Engineering Division to study in detail every feature of cockpit, controls, systems, emergency procedures and the many other items which will affect the operation of the aircraft. His wealth of practical flying experience is utilized to evaluate all items from the pilot's viewpoint and to consider their suitability under all conditions of flight in both normal and emergency operation.

In the last few hectic weeks before the first flight, the test pilot lives with the aircraft almost constantly preparing himself for the flight by becoming as familiar as possible with the cockpit and controls until, on the day all is ready, he can commence the actual testing with confidence born of careful and detailed planning.

Following the excitement and thrill of the initial flight, which is usually a conservative investigation of the general handling characteristics at relatively low airspeed, there begins the complete and exhaustive program of performance and handling trials under all possible conditions of airspeed, altitude and loading. Many hours of flying are also required for the development and proving of systems, powerplants, navigation and de-icing equipment, armament and all the other installations necessary to enable an aircraft to fulfill its designed role.

When sufficient flying has been accumulated on the prototype to ensure that the aircraft is satisfactory for delivery in all important details and that any refinements which may be desirable in the light of experience can be incorporated subsequently or retro-fitted if required, the testing of the production aircraft begins in quantity.



PRACTICAL EXPERIENCE of pilots is drawn on greatly when new piece of equipment is to be installed in aircraft cockpit. Discussing new equipment here are (from left): Fred Mathews, Flight Test Engineering; Chief Test Pilot Don Rogers, and Jan Zurakowski, Chief Development Pilot. Next step on program: Extensive testing.



PASSENGERS AND CARGO bound for Cold Lake, Alberta, going aboard Avro Aircraft's DC 3 last week. From left: Al Haworth, Stanley Barnes, Maxwell Say, Harry Keeling, Bill Beattie, Bob Anderson and Walter Massey all of Flight Test, with Al Rankin, licensed engineer and Denny Young, co-pilot engineer. In the last year the DC 3 has carried total of 600 passengers.

Each must be put through a detailed routine of tests to ensure that, in all respects, they are up to a uniform high standard and that every item is functioning correctly within the narrow limits established for acceptability.

Here at Avro Aircraft, as in most large aircraft manufacturing companies, the experimental and production test flying is carried out by two groups of pilots located in different buildings.

Jan Zurakowski, Senior Development pilot, and Peter Cope have their office with the Chief Test Pilot in the experimental hangar where they are close to the Flight Test Engineering Section, under Mario Pesando, and to the aircraft they fly on development work.

Production testing by Chris Pike and Stan Haswell is carried out from the Flight Line building at the run-up base. Grouped together in this office and shop area with the Company Test Pilots are the production, inspection and A.I.D. personnel who are directly engaged in flight service work on aircraft undergoing production testing. Also located here are the R.C.A.F. Acceptance Pilots under F/L Kersey.

### Flight Test Orendas

The Test Pilots Division of Avro Aircraft also supplies a pilot for the flying required by Orenda Engines Limited for the flight development of their products. This flying is carried out for the most part by Mike Cooper-Slipper, operating from the Genaire Hangar.

In addition to their normal flying duties, the test pilots receive numerous assignments for demonstration flights and Avro Aircraft is particularly fortunate in having Jan

Zurakowski, with his world-wide reputation for outstanding aerobatic displays, as a member of the staff. His spectacular flying at the S.B.A.C. show at Farnborough this year resulted in much favourable comment regarding the handling characteristics and manoeuvrability of the CF-100.

The allocation of flight duties among the pilots, as outlined above, represents the normal functions of the Sections but each individual pilot is competent to carry out tests in all sections. Circumstances often arise which result in an experimental pilot being assigned a production aircraft to test or a production pilot may carry out test flights for Orenda Engines and so forth.

### Air Transport Section

Another flight operation which is the responsibility of the Chief Test Pilot is the Air Transport Section operating a specially refitted D.C. 3 from the Genaire Hangar for the rapid movement of Company executives and Procurement and Field Service personnel to distant meetings or to R.C.A.F. squadrons as required for expediting Company business. The rear portion of the cabin can quickly be converted from a comfortable passenger arrangement to a large cargo compartment capable of transporting aircraft parts, modification kits or even a complete jet engine. The D.C. 3 is also used by all Company pilots for instrument flying practice.

Most of the transport flying is done by Bill Devine as captain and Denny Young as co-pilot/engineer. These pilots have both had years of experience in D.C. 3 type aircraft—Bill in Air Transport Command of the R.C.A.F. and Denny in com-

mmercial operations in many parts of Canada.

A further responsibility of the Test Pilots Division is the Flight Safety Section. Max Keller, as Flight Safety Technician, maintains the necessary supply—in first-class condition—of all parachutes, helmets, flying clothes and personal emergency equipment. He also conducts a review of emergency procedures at regular intervals with all flight crews to ensure their full knowledge of vital actions which must be carried out without a moment's delay in the event of sudden difficulties in flight. Max works closely with the Institute of Aviation Medicine of the R.C.A.F. in the procurement and application of new safety equipment for our flight operations at Avro Aircraft.

Finally, while a test pilot's life is more strenuous than glamorous and he has many duties to perform in addition to flying there is no intention to minimize the tremendous interest which the work holds for him.

Experimental testing provides the thrill and adventure of penetrating formerly unexplored areas of flight and production testing, which is largely repetitive routine, is seldom boring. Each aircraft has its individual quirks and idiosyncrasies to challenge the test pilot and all test flying has occasional moments of excitement and sometimes of rare beauty of nature never visible to those who always live "with one foot on the ground".

IN THE NEXT ISSUE—the Industrial Relations Division.



# Happy Xmas Party Crowds

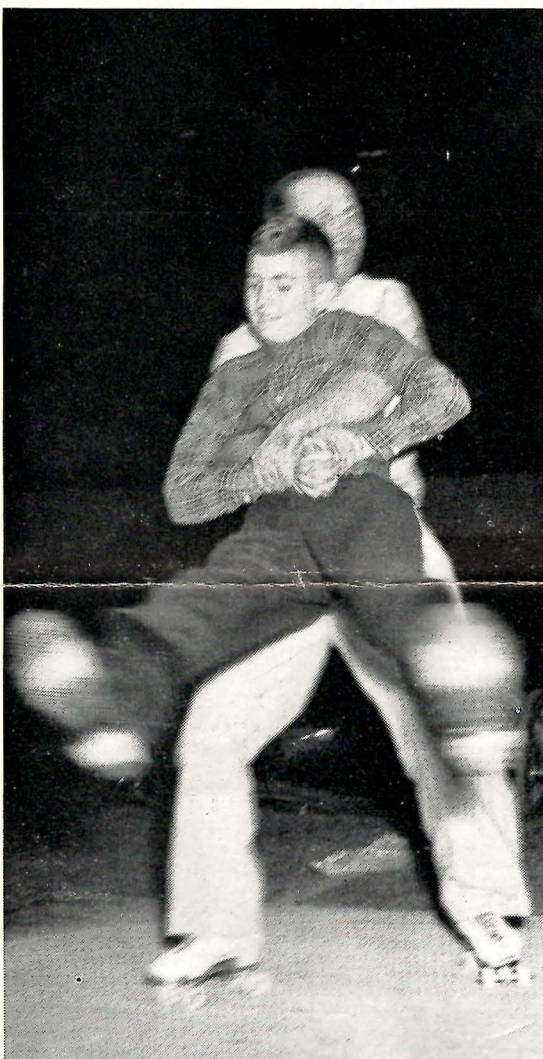


PACKED COLISEUM for the big Christmas Party enjoyed a tremendous variety of entertainment including this show by Avro youngsters. Selected by the clowns at random from among the audience, these children were provided with a weird

selection of "musical" instruments on which they played to the accompaniment of the orchestra. They got a big hand from the crowds and thoroughly enjoyed themselves. There were many favorable comments from the crowd on the show.



DANNY WARD happily beats time to music, but Donna was missing her nap. Their Dad, Doug, is in Shears Dept.



ROUND AN' ROUND went young Cyril Navelle, son of Isaiah Navelle (Protection Corps), when he volunteered for a dizzy ride with the roller skate team of entertainers.



LITTLE Nancy O'Conner, seen here with her father Harry O'Conner, of Maintenance, didn't waste any time unwrapping her Christmas gift and sinking her teeth into it... ugh!.. rubber.



THOUGH JACKIE McADAM, age 21 months, had already picked up his present from Santa Claus, he still took a big interest in the big shootin' iron shown to him by one of the Western band which played to the crowds on their way home.



GEE! Those clowns are coming this way. He's got a pail of water... What will he do? Throw it at us?



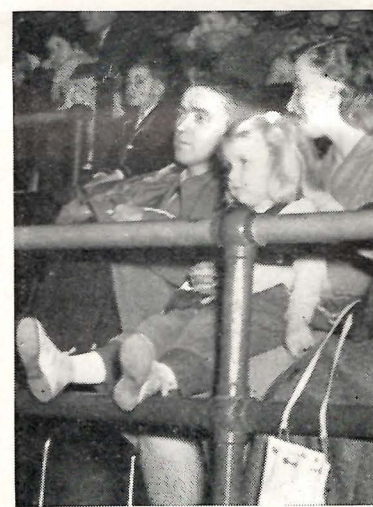
ABOVE is just a section of the big crowd at the Coliseum. By showtime it was 'standing room only' for latecomers.



RIDING IN SPORTS CAR around the arena, the great man himself dismounted and said hello to everyone over the public address. Then he walked towards the edge of the arena—and in a split second he was completely mobbed by the children wanting to speak to him.



QUITE OBLIVIOUS of the fact that parents may be searching for them, these two youngsters happily made themselves comfortable by sitting on the floor and diving into their Christmas presents.



DANA SHIRRAN makes herself comfortable on Mom's knee. Dad (Rance), pictured on the left, is in Pipe Shop.

AVRO AIRCRAFT NEWS



# Enjoy Santa's Great Circus



MAN, THIS IS LIVIN'—having our pictures taken with Santa Claus. It seems the little boy in the front is still doing some nailbiting about what he should ask Santa for Christmas. Is it going to be the bike or the skates? Maybe both . . . huh?



WHENEVER THERE'S ANYTHING to see you can bet the youngsters will get right up to the front somehow. Who can sit still when there is a performing seal down there? Others who came late and discovered seats were hard to find were very happy to have their parents hike them onto the arena rails. Don't look now but that man with the camera is taking our picture.



RORY Johnston (Dad is in Bay III) only swigged half his bottle before getting back to watch the circus show.



DISTRIBUTION OF GIFTS went smoothly due to the 60-odd volunteer workers who helped out at the big party. Getting a present here is Mark Gallagher, son of Grant Gallagher, Printing Department, from volunteer Russ Nixon of Pipe Shop.



THAT'S THE DOOR that Santa will come through, says this clown who sat at the edge of the arena and kept the youngsters amused with his antics between circus acts. Despite the pouring rain there was a great turnout for this second Avro Aircraft Christmas Party and children enjoyed every minute of it. This was Avro Aircraft's second Christmas Party.



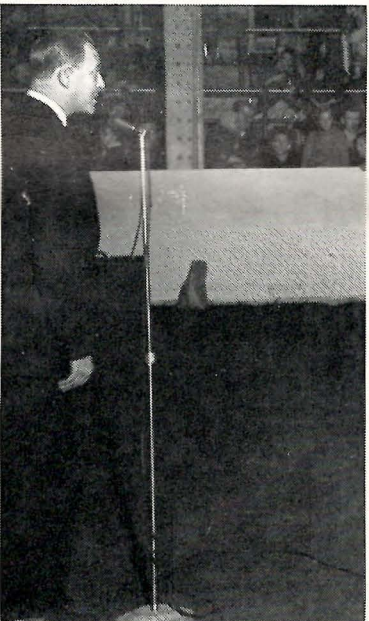
TEARFUL girl—but not for long—was Jean Alexander. She was lost until Joe Best of Avro helped her find parents.



THIS was just one of the many exciting acts put on during the afternoon. There was all fun of three-ring circus.



LOOK WHAT WE GOT from Santa, chorus these Avro children as they leave the gift counters after collecting their presents. There was a big variety of presents chosen to suit youngsters of all ages and they didn't stay in the cartons very long.



FRED T. SMYE, Vice-President and General Manager, passed on best wishes from Sir Roy Dobson and from himself.



HEY! don't cry, says this midget clown. I'm not crying, and I'm not much bigger than you. But Patricia Hosking, seen here with her Dad (Harold of Maintenance) isn't too sure about what is going on. And why doesn't he give me a balloon?





UNBEATEN SO FAR this season is Avro Aircraft's outstanding basketball team, perennial champions of the Mount Dennis Industrial Basket Ball League. Front to rear: Walter Gibson, John Brooks, Jack Fries, Vince Haughey, Orville Van Cise, Bill Daniels, Cowan Jobs, Jack Dolph and Glenn Channell. And again this year?

## Sports Review

By Hugh Gilmour

Undefeated Biltmores had a close call on Sunday, November 20th but eked out a 5-4 victory over Steve Posivy's improving Buzzers. The winning goal, which was disputed, came off the stick of Tommy Brassard. It was the best game of the comparatively young season. Miles, Stafford, Hackett and J. Irons were the other snipers for the Biltmores, while Armstrong, Jennings, Yowart and Lund bulged the twine for the Buzzers. In the second game of the Sunday double bill, Earl Cuthbert's Aces over-powered Bob Keeling's Dukes 9-0. Wright with three goals, Bob Mitchell and McCosh with two each were the big guns for the Aces. G. Mitchell and Lockhurst added singletons.

On Sunday, November 27th, it was Biltmores slaughtering the Dukes 17-3. Tom Brassard with five goals, Johnnie Irons four goals and Baxter with three goals led the Bilt. attack. Ron Burton, although held goalless, assisted in no less than seven counters. Chico, Metson and Wilson were the lamplighters for the hapless Dukes. Buzzers edged Aces 8-5. Harold Lund with three goals and Cowan Jobs with two were the Buzzers' main stingers. Kowalski, Yowart and Taylor each added a goal for the winners, while McCosh, G. Mitchell, B. Mitchell, Johnston and Hurst scored for the Aces.

Team	Standing	P.	W.	L.	Pts.
Biltmores	4	4	0	8	
Buzzers	4	2	2	4	
Aces	4	2	2	4	
Dukes	4	0	4	0	

### Leading Scorers

	G.	A.	Pts.
J. Irons-Biltmores	10	8	18
Ron Burton-Biltmores	1	12	13
T. Brassard-Biltmores	6	5	11
H. Lund-Buzzers	5	2	7
R. McCosh-Aces	4	3	7
C. Norton-Biltmores	5	2	7

Avro's Basketball Team in the Mt. Dennis League made it four wins in as many starts by trouncing Square "D" 48-24 on Tuesday, November 22nd. Glen Channell, Vince Haughey, Jack Fries and Ross Brownridge paced the locals and it looks as if Avro is in for another good year.

The Orenda Badminton Club recently elected Officers, with Norm Wright of Avro Standards as President, Lorraine Fenwick of Avro Accounting is Secretary-Treasurer and Bert Allengame of Avro Planning is in charge of publicity. Bert states the club have about 30 players out each Monday evening at the Brampton high school gym from 7:00 p.m. - 10:00 p.m. Tournaments are being lined up for later dates. Everyone welcome, special attention is being given beginners. Anyone interested contact Avro Recreation Office.

Roy Gough of Machine Shop was a member of the winning Fairbank Horseshoe Team at the Royal Winter Fair on November 17th. The Royal is recognized as having the toughest horseshoe pitching competition on the continent. Congrats Roy.

## Christmas Party Circus

(Continued from Page 12 Col. 5)

Came two o'clock and the main show was on. Starting with clowns and following on with a three-ring circus of acrobats, jugglers, trick cyclists and a performing seal that had old and young roaring with laughter, the performance ran well over an hour.

Then, led by the full cast, Santa Claus entered the arena in a sports car convertible and toured the arena so that all the youngsters could see him.

After wishing everyone a merry Christmas he made his way to the ringside and disappeared under the avalanche of children waiting to speak to him and feverishly shake his hand—to atone for any misdeeds he may have heard they had been guilty of in recent weeks.

Gradually everyone collected their presents from the gift counters and

made their way to the front entrance where a Western band was playing the crowds home. If it hadn't been for the fact that it was the end of a long and exciting afternoon a square dance would have got going at the drop of a Stetson.

Back in the now silent Coliseum the volunteer workers, who had been busy until 2 a.m. the previous night, tidied up the debris with a "PHEW!" and then went off to be entertained to a buffet supper given for the second year by O'Keefe House.

### Good Shot — Good Dinner

The Avro-Orenda Gun Club is holding its annual Turkey Shoot on Sunday, December 18 at Derry West Road.

There will be trap-skeet target shoots for turkeys, geese, chickens.

## 600 Avroites Will Compete In Turkey Roll

Representing one of the biggest industrial leagues in Canada, some 600 Avro bowling enthusiasts will be bowling their best—and with watering mouths—during the next week.

They will be competing for 76 turkeys weighing 14 lbs. each. Eight turkeys are being given away in each division and the battle begins tonight with the first session in the Brampton Mixed.

The rest of the program is as follows:

December 12: — Toronto Men's Division "A"; "B"; "C"; "F".

December 14: — Toronto Men's Division "H"; and Mixed Division "C".

December 15: — Toronto Men's Division "D" and "E".

It's a case of bowl-or-buy for a lot of Christmas dinners this year.

### Appointed Director

The Canadian Bank of Commerce has announced the election of Sir Roy Dobson, Chairman of the Board, A. V. Roe Canada Limited, to its board of directors.

In Britain, J. A. R. Kay, Director of A. V. Roe and Co. Ltd., has been appointed General Manager of the company, and F. T. Blakey is appointed Secretary of Armstrong Siddeley Motors Ltd.

### Canadian Car

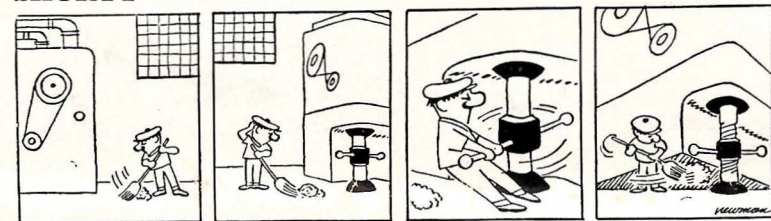
(Continued from Page 12 Col. 5) passengers are carried daily by both municipal and interurban lines.

It is interesting to note that our association with Can-Car is not as new as it seems. We had an indirect association during the war when the company turned out more than 1,600 Hurricane Fighters at its Fort William Plant. In addition, Avro Anson and Fleet Trainers were produced at our other plants. The largest single contract was for the Curtiss Navy Dive Bombers for the United States Navy. Over 3,000 complete aircraft covering five different types have been produced, while a far greater number have been converted, overhauled and rebuilt.

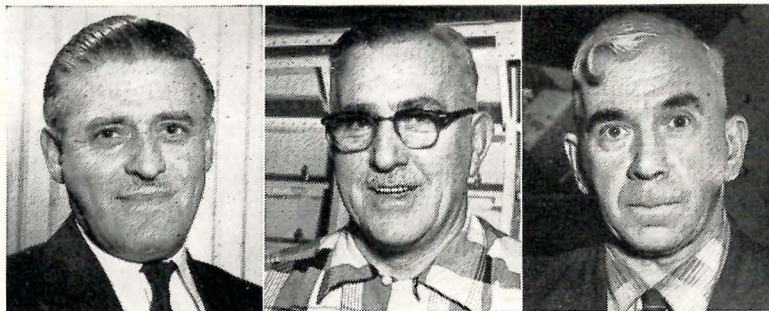
Currently the company has exclusive rights to manufacture and sell Harvard Trainer and spare parts on a world-wide basis except in the United States. It is also now engaged in an important part of the construction of the T-34 Mentor Trainer and the anti-submarine Grumman CS2F for the Royal Canadian Navy.

This company will continue to serve the growing needs of the Canadian economy in its various industrial fields.

### SHORTY



News item: Big press is now being installed.



Tommy Sills

Tom Delaney

Harry McCabe

ONCE AGAIN many Avroites will be renewing their service to the public following local municipal elections, and others will be entering for their first term. Among recent elections were those of Tommy Sills (Toolmaker) councillor, Ward 5 (Malton area) Township of Toronto—by acclamation; Tom Delaney (Nose Section, Bay II) councillor, Orangeville; and Harry McCabe (Inspector, Bay II) councillor, Albion Township. Other election successes will be printed in next issue of Avro News.

## Briefly Speaking

Guess most people have heard the expression "the 300 old originals" in reference to the people who were here in 1945. When the final count was made for the Ten Year Clubs in Avro and Orenda the numbers were Avro—213, Orenda—87 . . . which makes exactly 300! . . . More than one father smiled when he saw Saturday's pouring rain. Torn between the desire to go with the wife and kids to the Christmas Party or to the East-West game at Varsity Stadium, the rain made the decision simple . . . W. S. McKeag is appointed Chief Purchasing Agent . . . W. W. Smart is now Asst. Purchasing Agent, responsible for bought out parts . . . J. F. Morton becomes Asst. Purchasing Agent, responsible for raw material and mill supplies . . . One man who did a great job at the Christmas Party—as he always does—is Ray Teeter, Outer Wing

Sub-assembly. He has to remain anonymous for obvious reasons but deserves a lot of credit. Ray?—why he was (Shhh . . .!) the guy in the red and white outfit . . .

Rumour has it that the next man to casually produce a book of Christmas raffle tickets during lunch hour in the Bays will be trampled underfoot by his former friends . . . If you have found a real new spot to hide Xmas gifts from the youngsters this year you can make several thousand new friends by letting Avro News know about it . . . Heard nothing but favorable comments from the Ten Year Clubbers concerning the get-together at the King Edward last Thursday, though many say they are still trying to make friends with their wives . . . Snow started to get with us in earnest earlier this week, so go easy on the accelerator—and the brakes . . . Just 13 shopping days till you know when.

## Classified Advertisements

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

### ARTICLES FOR SALE

TWO piece chesterfield suite. Kroeler, A-1, condition, dark red, wool frieze. Astral refrigerator, double wardrobe and basinette. RE. 1302.

PORTABLE Underwood. Top condition with case. \$70.00. CH. 1-6285.

GERMAN Shepherd pups. Age six weeks. H. Noble, 94 John Street, Orangeville. Phone 381.

BABY tender. \$10.00. CH. 4-2492.

CAMERA 35 mm. Lordamat. F2.8 lens, coupled rangefinder, prontor S.V.S. shutter, rapid film advance etc., leather carrying case. Horvex exposure meter. All new this year and in perfect condition. \$75.00. Brown. CH. 1-5734.

CHILD'S Tricycle. Large (six years size), perfect condition. Brampton 2452W.

FAMILY Collection of old English silver plate, candlesticks, entree dishes etc., valuable pieces, not cheap. RO. 6-5310 weekends or after 6 p.m.

NEW Exacta VX Zq mm. camera. Latest model, with case, 1.9 automatic lens, waistlevel and new split image eyepiece viewfinder with leather case. Complete set of filters and sunshade. \$200.00. Miller. BA. 5-1446.

PURE bred Bulldog puppies. Champion stock. Georgetown. Triangle 7-3727 after 6.00 p.m. Hammond.

GOLF Clubs. Five match irons, two, three, five seven and eight and driver. Palne. 29 Pleasant View, Brampton. Phone 253W.

LEDO Record Player. Three speed, best offer. Phone HA. 1783.

THREE-piece bedroom suite. Double bed spring, dresser night table, light walnut, excellent condition, reasonable. Perkins. LL. 0943.

ATLAS sump pump. Purchased new in 1955 and has just received manufacturer's overhaul check. Still in carton. \$25.00. Lamont. Fairview Heights, Bolton.

### CARS FOR SALE

1953 Meteor Mainline Coach. Radio and heater, two tone, A-1, condition, cheap for quick sale. Ewing. 288 Highfield Road, Toronto. GE. 9670.

1949 M.G. T.C. completely overhauled, oversize rear wheels, turn signals, heater etc. \$250 and payments, or \$650 cash. Brampton 303W1. Hurlock.

### PROPERTY FOR SALE

FOUR-room ranch style home. Including breezeway and garage, immediate possession. Will consider renting at \$80. to reliable tenants. Kivell. Caledon East.

### WANTED

THREE boys' two-wheel bicycles. Ages nine, eleven and thirteen years. Ferguson, R.R. 2, Woodbridge, Phone 462.

DOLL'S buggy. Waggon and sleigh. AT. 9-2630. Cooksville.

1/2 to 1 horsepower motor. 25 cycle. RO. 2-5655.

AMERICAN Flyer train layout. Must be diesel engine, also accessories. R. Ersser. CH. 4-5439.

### ACCOMMODATION AVAILABLE

THREE unfurnished rooms. In basement apartment, separate entrance, suitable for couple and one child. \$16. per week. Gelfund. 60 York Down Road. Mr. Wilson. Sterling 8-6234.

ROOM and board for four men. In 100 acre farm. All conveniences. \$15. each per week. Sharp. R.R. 1, Nashville, seven miles east of Malton. 50 Highway. Phone. Bolton 556.

TWO large unfurnished upstairs rooms. Own two-piece toilet. Parking facilities. Near transportation. Business couple. Jane and Wilson area. CH. 1-5722.

LARGE kitchen and bedroom. In modern home, unfurnished, ten miles west of Malton. Streetsville. 269.



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