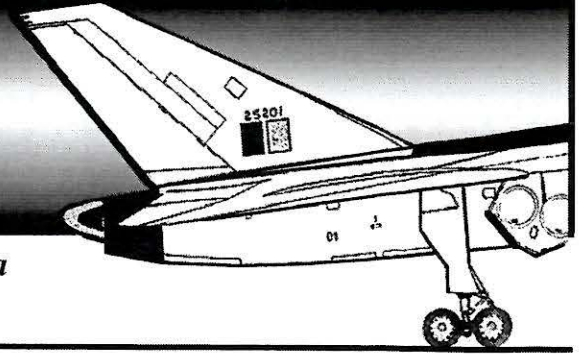


Pre-Flight

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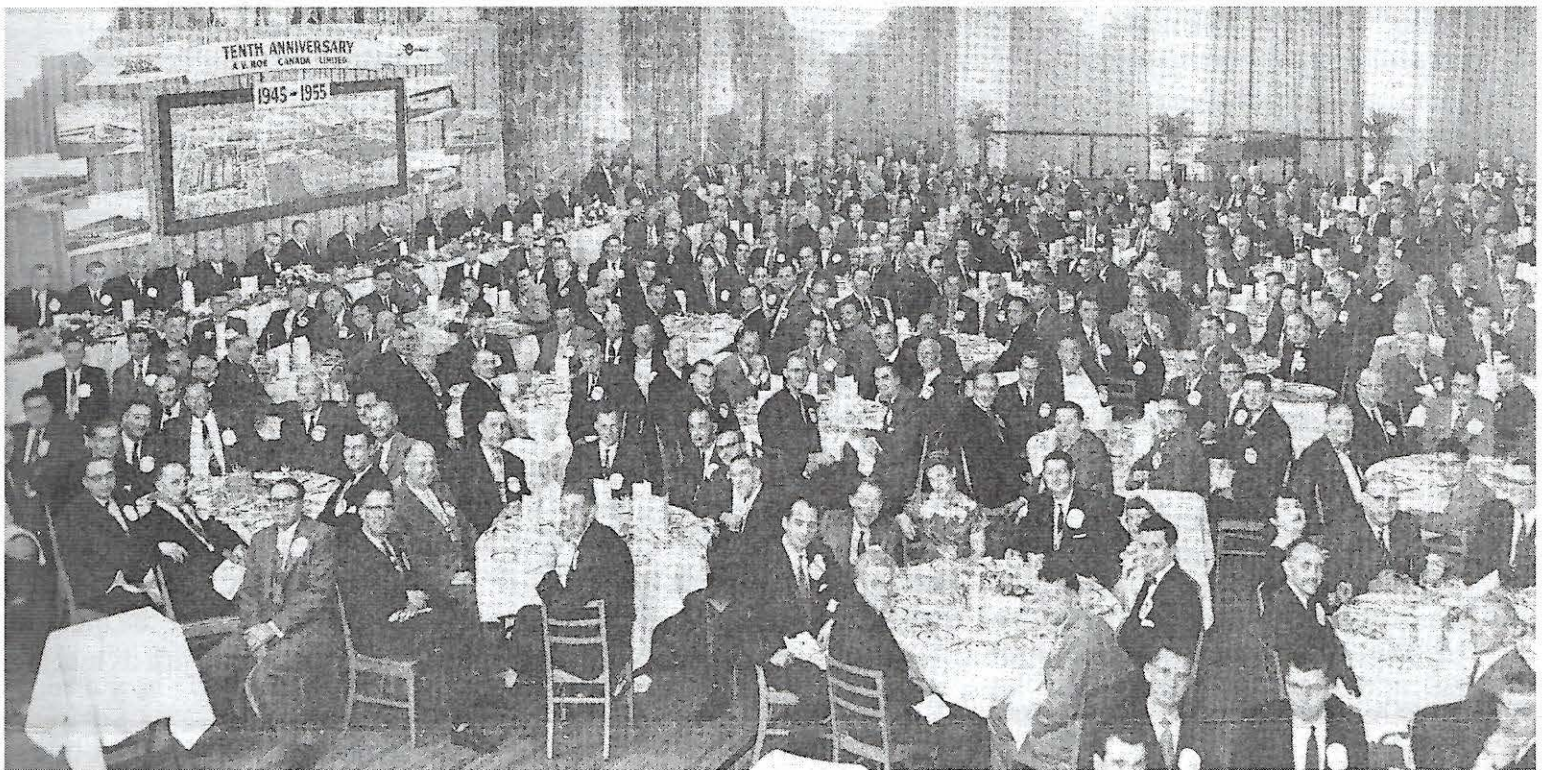


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Looking Back



Continued from January - February Issue

Then, with a chuckle, he addressed himself directly to the Ten-Year clubbers --- "we hoary old so and sos" --- and said he wanted to speak to them of "the nine-year-olds, the eight-year-olds, the seven-year-olds, right back down to the one-year-olds. They are all playing their parts. Let's start with your president, Crawford Gordon . . ."

Sir Roy told of how Mr. Gordon came to the company, in 1951. With the company on the eve of big things, the CF-100 and Orenda ready for large-scale production. Sir Roy felt the company needed strengthening all over, including in top management, where Fred Smye was "worked to a frazzle; Walter Deisher (first general manager) . . . a sick man." He had heard some time earlier about Crawford Gordon in Canadian industry and said that the day he came to A.V. Roe Canada "was a very big turning point in the history of our company. (Applause). Not only did I hire that day a most successful young president and general manager; I made a friend, one of the best

Founded 1989

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From the President

I believe we are all happy to say we are on our way into Spring. Most of you are aware our Editor, Nick Doran had been down to Florida to escape the winter blast and for health reasons.

I am glad to say Nick is back from Florida and as you see, in your envelope has produced the first two issues of Pre-Flight while down there.

We are "LOOKING BACK", and as it is stated in the opening paragraph, "not even the most elaborate combination of recording equipment and photographers could have captured everything that went on during the December 1st dinner celebrating the tenth birthday of A.V. Roe Canada and the instant of birth for the Ten-Year clubs of Avro Aircraft and Orenda Engines".

We trust you will enjoy a return to those days of yesteryears.

Following this article we will have an article from "Jet age" called "THE WAY UP" an account of the 10-year history of A.V. Roe Canada Limited, 1945-1955, by the late Scott Young, with a Foreword by Crawford Gordon Jr.

Frank Harvey

Continued from page 1

friends I ever had. And I don't want any better . . . When he sets his mind to do a job he'll do it in spite of hell and high water. And that is what he has done in A.V. Roe. If you compare A.V. Roe now to what it was just over four short years ago when Crawford came you will realize some of the things he has done. You can rely on him. As long as he is at the helm of this company you haven't anything to worry about."

He referred to projects coming along in the company, the 105 and the PS-13, and other things. But "there is something we have got in this company today which is much more valuable . . . the value in the company isn't in the things it is making or in its technical achievements; it is the people in it. Bricks and mortar and machine tools, technical equipment – you can buy all these. But you cannot buy your men and women, you cannot buy that spirit they'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 are proud of the things we made."

Earlier he had mentioned, among others, Don Rogers and Ernie Alderton as exemplifying the early spirit of the company --- and "while that spirit is around, this company simply cannot miss" Now he mentioned Walter McLachlan (Orenda hasn't gone short of much since Walter took over") Earle Brownridge ("he was young, without much experience – look at him now"); Charles Grinyer ("Crawford said, 'He'll blossom.' Well, how he blossomed – Charles is now more respected in the engine industry than most of the fellows who've been at it for thirty or forty years down in the States"); Frank Trethewey ("He was the first chairman of de Havilland's; I felt very proud that Frank should come to us"); Jim Floyd ("I watched him grow up from an apprentice; he finished off the design of the CF-100, did all the design for the Jetliner; is now doing the design for the 105, the most advanced and sophisticated aircraft in its class in the world today"); Harvey Smith

("a strong, capable manufacturer – I won bets when he did the impossible with the Mark IV production programme") ; Joe Morley ("a tower of strength") ; Harold Young, Jim Kenny, Burt Avery, Harry Keast, Archie Bailie ...

Then Sir Roy turned to the other companies besides Avro and Orenda now in the A.V. Roe group. "Canadian Steel Improvements," he said, "... they're building themselves up, just completing a new foundry, screaming for a new forging press, things of that kind. We can expect big things from them before very long.

"Now we come to the latest company to join our group, Mr. Cosford's company, Canadian Car and Foundry." (In his earlier introductions of E.J. Cosford, president and managing director of CanCar, Crawford Gordon had said; "I couldn't be more pleased that CanCar and we are now 100 percent linked," and had mentioned a plan already in being for interchange of ideas between CanCar and other companies in the group.) Sir Roy added: "We consider that the products this company makes, and the way it operates, are basic to Canada. Just as aircraft and engine design and development also are basic to Canada. I am quite confident that 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 and Orenda. And that to me will be another proud day ...

"What about the future, boys? Well, aircraft and engines ... are going to go higher and further and faster---very much so. We have put the Jetliner to bed now but we shall probably have a go at another one, and it won't be anything like the one we have just done. It will be a truly supersonic job that will go across the Atlantic at, let us say, 1,500 miles an hour and do the Atlantic in two and a half hours with real regularity and in comfort and safety. That is the sort of thing that is within our grasp. ... It calls for different sorts of engines --- still gas turbines. It calls for different ways of building aircraft, completely different shapes. But it's going to be there.

"You will get into electronic things. ... You will get into missiles. You cannot avoid it. All kinds of fine engineering will have to be developed within our group whether it is in CanCar, C.S.I. or Avro or Orenda. Maybe the feature will have some fancy gas turbine or diesel trains too. Those things have got to come ...

"Whatever the future holds for us, let's just pursue it, and stick together, and go forward. The future will only belong to Canada if Canada, the people of Canada, have faith in the destiny of Canada and work like blazes to make that destiny come true. Now I say: Go to it! And God bless you."

When the long roll of applause diminished, Crawford Gordon called upon Walter McLachlan to thank Sir Roy. Where Sir Roy and Fred Smye had told of the past and had projected it toward the future, Mr. McLachlan took a thoughtful look at principles underlying the company's progress – one being that at many points in "the fascinating history we have heard here tonight ... if the comfortable, easy, short-term view had been taken ... we would not be here tonight."

He interpreted the company's remarkable first ten years on two levels – first, in its fight for the principle of giving Canadians the right to use their creative talents within their own country; second, in its application to the concept of a strong and growing family, of nations as well as of companies, and of men within companies.

"Now, it has always been a matter of some doubt to me as to how you define a Canadian," he said. "I prefer to think of a Canadian as one who believes in Canada, and who works hard at it. And on this score, I suggest to you that no one qualifies any better than Sir Roy Dobson ...

"As Sir Roy has said often, if Canadians are given the opportunity and the challenge to use their talents they don't have to take a backseat to anybody. I think, however, he has also said that we must learn to see the challenge and we must learn to make the opportunities

... "An example which typifies the spirit of adventure and confidence which Sir Roy inspires in all of us is the PS-13 engine. When this design was conceived late in 1953 it was a very full step indeed, far in advance of anything else known to be in hand. Many people think that this engine was laid down solely for the Avro 105. That is not so. It was laid down solely on the basis that a bold step was needed to establish firmly Orenda as a major contender internationally in the engine field. If the design were successful it would not only power the 105 better than any other known engine but it would lead the parade into the coming supersonic era. This indeed was giving Canadians an opportunity to

challenge the world. But it took a lot of money and it took a lot of courage to place those blue chips on the table. They were put on the table. The result today has been to excite the keen interest of the air forces and the aircraft industry of the entire free world."

Mr. McLachlan then spoke directly to Fred Smye, of "the lasting feeling which I know is in the minds of all those who were 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. . . I say to you, Fred, that the boys won't ever forget those days and the part you played in them."

And then: "Sir Roy, while it is fitting that on the tenth anniversary of A.V. Roe Canada family your audience is composed mostly of those who have ten 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. I feel sure that you would like each of us to pass on this story, this philosophy, and this faith in the future to all members of our family, not only tomorrow when we tell our friends about the evening we had tonight, but from time to time in the months and years to come. If I may, I suggest that all of us in this room should make a point of doing that, particularly to the younger members of the family who have not had the privilege of being here tonight and knowing this story and working with it as you have . . .

"Family . . . is a very comprehensive word, 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 British Commonwealth, Nato, the trade unions, the provinces of Canada, our churches, schools, colleges. 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 think Sir Roy has told us very clearly tonight that as a family grows in strength and in stature, so may all its members . . .

"Sir Roy, we thank you indeed for coming to speak to us on this tenth anniversary, for your fascinating story

of the past and things to come, for your remembrances of the crises and the people who met them. But I'm sure that our thoughts go much deeper. We thank you, sir, for your 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."

The audience rose then and gave Sir Roy an ovation to punctuate Mr. McLachlan's closing words. As this ovation ended, Jack Hilton stayed on his feet and asked for permission to speak. He came up and did so, on behalf of both Ten-Year clubs, thanking Crawford Gordon and the company for the dinner, and presenting him with honorary membership in both clubs. Then, again on behalf of both clubs, Mr. Hilton made a presentation to "our boy, Fred Smye . . . We concur whole heartedly with all the nice things that have been said here tonight about him."



With a few brief words, Mr. Gordon then adjourned the meeting. And after another hour or so, including a sing-song around a piano, and many lingering conversations which had in them a lot of the past, and for that reason a lot of the future too, the birthday party was over. FINISHED!!!!

Close Harmony, a pause before heading home.

The pianists are Reg Whittington, foreground, and Blake Wheeler to his right. The serenaders are Charlie Falardeau, John Spenser, Tommy Johnson, Bill Adamson, Harry Gallinger, John Main, J. P. Laviolette and Joe Sheppard.