

Apart from these 'entertainment' fiasco's, the film portrayed not only a fictitious woman accompanying Jack Woodman as observer, but also No. 6 aircraft in flight, and flying over the U.S.A., neither of which ever happened! I wrote a letter to Jim Burt, Creative Head, Movies & Mini-Series at CBC, pointing out my objections to the Arrow movie. I received a most polite reply, telling me it was never intended to be a documentary. "We do not feel that dramatizing the story led to any egregious errors." Mr. Burt had obviously not spoken to the many people who later informed me the mini-series was most enjoyable, and they had firmly believed everything represented in it was factual.

I firmly believe the only thing worse than this lamentable distortion of facts by a widely observed media was the utter blindness of the cancellation itself. The Canadian Government who, advised by so-called Canadian 'experts', autocratically maintained Avro's claims regarding the Arrow's projected performance were exaggerated, and there would be no market and no future for the aircraft, completely ignored the inputs from experts in other countries. I am not at liberty to state my sources, but I know from a virtually irrefutable contact the National Advisory Committee on Aeronautics in Washington not only confirmed Avro's claims for the "Arrow", but also stated they were, if anything, conservative and, as far as the Jetliner was concerned. National Airlines, TWA and World Airlines had expressed an interest in possible purchase. Finally, every one of my Avro acquaintances, top level and general staff, feel exactly the same way I do and Jan Zurakowski expressed his own feelings to me in a very positive manner: it would have been virtually impossible to find anyone closer to the Arrow, or more qualified to pronounce judgement on it.

Cancellation of two great aircraft, a great aircraft industry and the virtual destruction of a realizable dream was crime enough, but the sight of rows of skilled employees lining up at desks in the Administration Building, and signing up with U.S. companies for employment in the States, was heart breaking: over twenty of my own staff went to NASA, several of them now holding very responsible positions. Martin Aircraft of Denver, without any approach from me, and having heard of my own position in the Company, 'phoned my home for almost three weeks in attempts to persuade me to move down to Colorado with them. I must admit I was tempted, but I considered my loyalty to my newly adopted country of Canada took priority.

Looking back upon ensuing events, and then remembering what little loyalty the then Canadian

government had shown toward all of those highly trained and skillful workers, I often still wonder if I made the right decision.

However, for the sake of brevity, I had to omit a great deal of other interesting material, about both my personal experiences, matters concerning Avro, the Arrow, and other workers. I hope you will take to heart what I have stated, especially with regard to the blind cancellation of both Jetliner and Arrow projects, and including the CBC which must have planted scandalous untruths in the minds of thousands of Canadians.

RB

Members Matter

Not too long ago we had to deal with the heat of July and August, then the chill of October, and now we are in the wintery season. The months really flew by. Frank Harvey, AHFC President, attended the CAPA Conference held in Alberta this year. Showing both AHFC presence is the right thing to do; it's important to attend and maintain ties and connections.

Our November sale at the the International Centre Hobby Show '05 has come and gone. It took quite a bit of planning, organizing and putting together. Our thanks to the members who offered and helped with sales and information about AHFC. The same comment applies to this show as for the CAPA conference: it's good public relations.

As reported in the summer TAM newsletter, the museum had a setback with its Arrow Project. Some of the fuselage sections had to be stored temporarily outside; it was properly covered with tarps. But high winds picked a fuselage section and hurled it more than 200 metres, smashing it into some rubble lying there. Repairs are now completed and the wings are being attached to the fuselage.

As usual, the AHFC Board of Directors held its monthly meetings at TAM on the third Wednesdays. We hope to have more information in the future about the underwater Arrow models next year. Dave Sotzek, a Board member, will be our contact man. Dave is a longtime member from St. Thomas.

To those of you who phoned and wrote during the year - thank you! My best wishes to everyone for the Christmas season and the New Year. May they be healthy and happy!

Nick

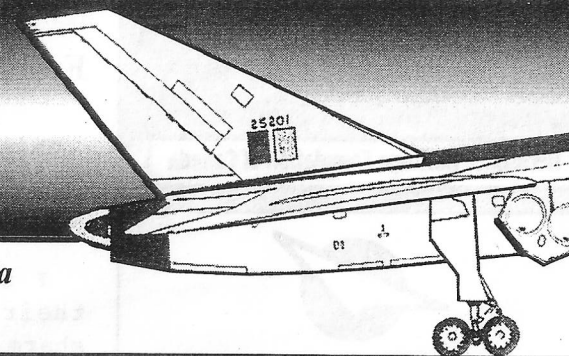
Nick Doran, Membership

Pre-Flight

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Two blind, destructive cancellations
that irrevocably changed
the place of Canada in the sun.

by
Ron Brighty

So much has been written and published, by people far more knowledgeable than myself, both in Pre-Flight and other publications, that I wouldn't dare presume an attempt to add to the technical information available, concerning Avro or the Arrow. So I'll restrict what follows to my personal contact with the aircraft, and to my feelings concerning its demise. These feelings, I am sure, are shared by virtually all those who worked closely with the Avro Arrow.

I joined Avro Aircraft in June of 1954, almost immediately after my arrival in Canada. Shortly thereafter I was appointed as Engineering Supervisor of the Experimental Flight Test Instrumentation Laboratory, with a staff of about nine technicians. Initially, our sole task was the maintenance of the then current instrumentation on the CF-100 aircraft and the Jetliner, auto observer panels and continuous trace oscillographs. Although largely repetitive, I found my new work interesting and had no time for boredom, although the inside of the fuselage of a grounded CF-100, standing on the apron outside of the hangar on an 80F summer day, was a bit intimidating!

It was the same inside the fuselage of the Jetliner in similar weather. But later, I had a much more interesting experience with this beautiful aircraft. Some time in 1954, I was invited to join a flight in the Jetliner as unofficial observer, to watch the firing and photographing of rockets from a CF-100 over Lake Ontario, near Picton. The pilot of the Jetliner was Don Rogers and, of the CF-100, Peter Cope. As Peter came alongside, over the Toronto islands, he looked out of the cockpit at Don and gave a 'thumbs-up' signal. I was standing in the rear cabin at the cockpit doorway when this happened and, amazingly, suddenly found myself sitting on the deck.

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From the President

This issue of *Pre-Flight* features further reminiscences of Ron Brighty and his involvement with AVRO. Ron has contributed previously to *Pre-Flight*.

I encourage our members who are ex AVRO, Orenda or their subsidiary employees to follow Ron's example and share their memories with the rest of our members.

As this will be the last issue of *Pre-Flight* for 2005, I take this opportunity on behalf of the Board of Directors, to wish all members and their families a very Merry Christmas and a Happy New Year and remind all to make this a safe and joyous holiday.

Frank

Blind, destructive cancellations, cont'd

I would never have believed that an aircraft the size and weight of the Jetliner could possibly possess such acceleration! My second shock came as we landed. Sitting beside an Experimental Flight Test engineering technician, I watched the runway markers flashing past and figured that if we didn't land soon we'd have to watch for traffic on the 401! Then the technician informed me we had already landed and the brakes were being applied: I had often walked under the wing of the aircraft outside D1 hangar and had wondered, with such a large aircraft, it was necessary to crouch to do so: but not until that landing did I realize what a fantastic ground effect the Jetliner possessed, with air cushioning so effective that the actual wheel touchdown could not be felt.

In late 1956, I was sitting in my lab. office in D1 hangar when the Jetliner was wheeled in and parked about sixty feet from my window. After a time I noticed the tail was being removed, so I walked out and asked the foreman if a refit was in progress. His reply almost literally stunned me and I felt a sense of shock and outrage to discover the aircraft was being scrapped on orders from Ottawa to allow more concentration on CF-100 production! I had little time to dwell on the stupidity of the Government's action for, by now, work was at fever pitch in the production hangar, with the new equipment, including the giant, innovative, skin mill, hard at work in CF-105 production - the *Arrow*.

My staff had grown, eventually to forty-two, and our new lab and office relocated in the Experimental Flight Test engineering area on the East side of the hangar, facing Airport Road. Across the way was the old Schaeffer Pen Building, then used by Avro for various types of work, and which I visited on several occasions to advise and observe instrumentation use during the wind tunnel tests of the Avro *Flying Saucer*. This experimental project eventually got off the ground, but not by more than ten or fifteen feet, and not for long before it, too, was scrapped.

Blind, destructive cancellation, cont'd

Our work had now reached fever pitch, and I was putting in sixteen hour days almost continuously. A short respite was provided by a trip to Pasadena, California, for just over a week, to visit Consolidated Electrodynamics Corporation, manufacturers of the innovative multi-channel Data Tape System, to learn of its use and characteristics for installation in the *Arrow*. Upon my return I nominated three of my top technicians to also visit the plant for about three weeks, and another two to Bendix Corporation in the States to learn about the Telemetry system to be used in the "Arrow", much of it also being tested on the Free Flight Models.

During this hectic pre-flight period I came to know Jan Zurakowski, 'Spud' Potocki and Peter Cope very well, often having a counter lunch with the three of them at the old Ables' Drug Store in Malton, and sharing a 'book browsing' session after at the magazine rack. I particularly remember Peter shared my interest in photography, Jan was devoted to boats, and 'Spud' was more a general browser. Driving me back to the plant after one lunch, 'Spud' seemed amazingly rather moody: it just wasn't his nature. I asked the reason, and a flow of invective nailed Liberace to the wall for receiving over a million dollars for one upcoming concert, a lifetime's salary for 'Spud' and his sometimes hazardous job. My contact with Jack Woodman was limited to the occasional, "Hi" as we passed, for he seldom spent much time in Experimental Flight Test.

At around 1:30 am one morning I was in the Production hangar, 'supervising' one of my top technicians who was down inside the port air intake of the first *Arrow*, RL-201, and talking to the hangar foreman. Out of the blue, he suddenly said, "Do you want to see her fly?". I gave him an incredulous look and said, "##@!, don't we all - but when?". He grinned and answered, "This morning, around nine"! I belted up the ladder, gave Bill, inside the air take, the news, and advice to get off home in Toronto to be able to get back and watch the take-off. He scrambled down the ladder and I crawled into the intake to finish off the job.

Job finished, I drove home to Georgetown, snatched about three hours' sleep, and was back at the plant in time to take movies of the first take-off and landing. I was kindly driven by Don Whitley to Derry West Road to obtain a direct, head-on view of the take-off, and we drove and walked to within fifty feet or so of the side of the runway for a close-up of the landing. That was a day of rejoicing at the skyline, and for a feeling of pride and accomplishment.

The eventual cancellation of the *Arrow* came as a numbing shock to everyone who had been involved

in its design, construction and testing, and a frightening hush came over the vast number of people who were struck with Mr. Plant's unexpected announcement over the public address system. I was walking back from the Administration building to D1 Hangar with Spud after the announcement and, as we passed under the wing of one of the *Arrows* in the hangar, Spud stopped, looked up and turned to me with a look of almost fury on his face. "I vos jus' getting fond of zis ##@*! aircraft!" Weren't we all?

I had witnessed the rollout and the first take-off and landing and, from the old airport control tower with Don Whitley, the first 'plough-in' by Jan, caused by a jammed or broken Dowty chain link which should have turned the wheel through 30° before landing, but didn't. Fortunately, I had not had to suffer the sight of the eventual destruction of five remarkable aircraft. Later, out in Seattle on a three week vacation at the home of Peter Cope and his wife Maureen, he told me that he had witnessed the destruction - and there were tears in his eyes.

Spud had told me the highest speed he had obtained in the "Arrow" with the Pratt & Whitney J75 engines at 35,000 feet, and Jim Floyd later confirmed that Mach 1.98, or a ground speed of approximately 1,318 mph had been achieved. Some years after the cancellation of the "Arrow", during one of my regular visits with Jan and his wife up at Barry's Bay, sitting in the lounge talking with Jan after dinner, I asked what speed he thought would have been obtained with the "Iroquois" engines. Without hesitation, Jan replied quietly, "Two sousand!".

Many years later I watched the two-evening CBC 'Mini-Series' programme on the *Arrow* - and spent the entire time swearing, with a shocked expression on my face. Never have I seen such gross misrepresentation of a momentous point in Canadian history.

Jack Woodman, although a nice, quiet guy in person, was not the principal pilot in the project. The bulk of the work having been performed by Jan, Spud and Peter, the latter two not even mentioned in the CBC fiasco. Jan was represented as a foreign stranger who was brought in merely to add his rather illustrious name to the endeavour, instead of a qualified engineer, and chief Test Pilot closely involved virtually from the *Arrow* concept. Jim Chamberlin was represented as the engineer responsible for some of the most innovative features of the aircraft, a fact of which I (or anyone else) was previously unaware, and Jim Floyd, designer of the Jetliner, Engineering Vice President of the Company, and one of the nicest, most skillful engineers I have ever met, was shown briefly as a meek, slightly useless background man.