

ACE'S SURVIVAL OF CRASH MAY SAVE MANY OTHERS

(Continued from Page One)

In an effort to determine the cause of the accident," Mrs. Zurakowski, who visited her husband in the hospital, said he told her he fought desperately to save the aircraft.

Sacrificed Life

Hiebert died a hero, Zurakowski revealed. In the last frantic seconds of the dive, the observer insisted upon jettisoning top secret equipment before blowing himself to safety. The delay cost him his life but the equipment was later recovered.

"I called out to my observer over and over," the pilot recounted. "I kept saying: 'Get out! Bail out! Get out. I waited and waited. Then I finally had to get out myself.'"

Zurakowski told interviewers: "As soon as I realized something was wrong, I tried to pull the plane up but I couldn't do it."

He said it was the first time that he had had to bail out of an aircraft on a test flight. "During the war I had to bail out of burning planes twice."

Zurakowski's heroism in steering the jet away from the populated centres of Ajax and Pickering was attested to by the thousands who watched the aircraft in its death dive. As flames engulfed the fuselage and trailed far behind it, eye-witnesses believed escape to be impossible.

Asked About Mate

The fighter screamed to less than 2,000 feet before the pilot's parachute billowed out. He struck the ground heavily. But when rescuers rushed to his side, he dismissed his own injuries, saying, "How is the other fellow?"

It is believed Hiebert, flung back in his seat by the tremendous pressure of the air stream after the canopy was jettisoned, was unable to pull down the screen which sets off the expulsion charge.

Top Avro officials, including Crawford Gordon, president, met in secret today.

Although many spectators claimed to have heard explosions before the jet erupted into flame, company officials were inclined to discount these stories. However, they added, they could make no statement until an inquiry had been held.

Saw Flash of Flame

"There was a terrific explosion and I saw a flash of flame coming from the rear of the plane," recounted John Chubb, 19, who saw the crash from his rear veranda. "Suddenly it veered off and seemed to pancake down."

The CF-100 was at 5,000 feet en route back to Malton when Zurakowski found himself in trouble. When he decided it was out of control, he fought it over the farm fields before telling Hiebert to prepare himself for ejection procedure.

Pilot and observer then prepare themselves for ejection from the cockpit, a procedure that must be followed precisely and one which allows for no mistakes or omissions.

Once all connections between the two men are cut, the cockpit canopy is jettisoned. The pilot in the front and the observer behind, separated from him by a bulkhead, are now on their own. Since the slipstream fills the cockpit with tremendous pressure, only limited movement is now possible.

To leave the aircraft, a safety pin which prevents the ejector seat's explosive charge from being accidentally discharged, must first be removed. The flier then pulls down a protective screen in front of his face. This activates the charge, which throws the seat and its occupant clear of the aircraft.

Must Take Chance

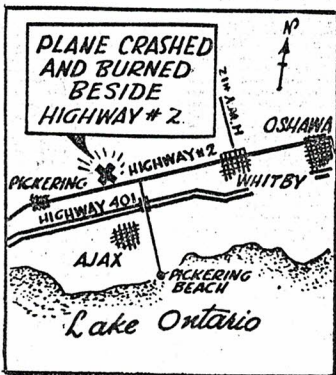
In an extreme emergency, when there is not enough time to jettison the canopy, the flier may be forced to take his chances on being shot through it on his ejector seat.

Examination of the wreckage of the CF-100 may show why Hiebert failed to get clear of the aircraft.

An employee of A. V. Roe for several years, Hiebert was in the flight test department a short time. He and his wife, also employed at the aircraft plant, have parents living in Winnipeg.

A 19-ton plane, the CF-100 has been pushed through the sound barrier and cartwheeled through the skies by Zurakowski. In active service with the RCAF, it is the backbone of the "seek and destroy" squadron based at North Bay. It is the only all-Canadian aircraft in use by the RCAF.

Some spectators screamed when they saw the rocket pods, jettisoned by Zurakowski, hurtle downward. They believed them



MT. PLEASANT HILL BUSES TO GO - TTC

The Hill and Mount Pleasant rush hour buses will be discontinued Sept. 10, the TTC announced today.

The commission blamed a "continuing decline in patronage" and said the routes had been operating at a "substantial financial loss," now at the rate of \$200,000 a year. Popular

going down in a field about a mile from my house."

Mr. Kavanagh picked up his two-year-old daughter, Margaret, jumped in his car and raced east along Highway 2. He turned up a lane on the Blake farm, which borders the Fleming farm on which the fighter crashed, and drove almost to the spot where Zurakowski was sitting.

"He told me his leg was broken and asked if I'd seen the other fellow. He was conscious, but he didn't say anything all the way to the hospital."

He had to wait with the injured man until police were able to clear the way for his car.

Zurakowski will go home today, Dr. Claude Vipond of Oshawa General hospital, said. The pilot suffered a minor fracture of the ankle and has been fitted with a walking cast. He has some bruised muscles but suffered no shock, the doctor added.

Tony Hubers, herdsman on the Fleming farm, was eating supper when he heard the jet explode overhead. "I rushed outside and saw it crash in the field. Black smoke was swirling all around and the whole tail was burning," he said.

Mr. and Mrs. Russell Fleming, who own the farm where the CF-100 crashed, and their son Gordon, 11, were just going to dinner when they heard the low-

ACE'S SURVIVAL OF CRASH MAY SAVE MANY LIVES THOUGH CREWMAN DIED

Jan Zurakowski, Avro's famed test pilot, who jumped from a rocketing CF-100 carrying top secret equipment before it crashed near Ajax yesterday, said from his Oshawa hospital bed today: "I tried everything but nothing worked."

Blown clear in his ejector seat, Zurakowski parachuted to a hard landing 500 yards from where the \$800,000 fighter disintegrated in a field, killing its flight observer, John Hiebert, 38, of Rexdale. Zurakowski steered the plane clear of Ajax homes before he jumped.

Falls Semi-Conscious

News of his crewman's death caused the usually stolid Zurakowski to lapse into semi-consciousness at the hospital. It was not later that his ankle had received a minor fracture.

The Battle of Britain ace was in the controls of the hush-hush Mark IV fighter in a routine flight and aviation experts say his survival may save countless lives and untold millions of research dollars as he fills in answers to the mystery crash.

The following statement was issued today by A. V. Roe, Canada Ltd.:

"The aircraft involved in yesterday's accident was the Mark IV prototype which has been in service for the past three years as a development test vehicle. The aircraft was returning to Malton after completing a normal routine test flight.

An inquiry is now under way. Continued on Page 2, Col. 1)

Wait A Minute!

AMAZING AIR FEATS

By Wessely Hicks

Out at Malton yesterday, A. V. Roe Canada, Limited, unveiled its new jet engine plant, where Orenda engines are being manufactured. When the ceremonies were completed and the company brass and the Government brass and the Air Force brass had made their speeches, the company undertook to prove that the Orenda jet engine would lift a plane off the ground.

The proof of the flying capabilities of the Orenda engine was entrusted largely to a Polish test pilot named Jan Zurakowski. With an Orenda engine installed on each side of him in a CF-100, an all-purpose jet fighter plane, Mr. Zurakowski performed some remarkable aerobatics.

As a matter of fact, he played that CF-100 the way Louis Armstrong plays a hot horn. And when Armstrong stops blowing, you have maybe heard some notes which aren't even on the horn.

ANCIENT ALREADY

Yesterday, in a sort of ceremonial fly-past, three Lancaster bombers flew overhead and already the Lancasters look like craft out of a museum. The bombers were followed by five CF-100's in formation and then a Lancaster powered with two jet engines whistled over.

There were three more black jet fighters then, and they were followed by still three more CF-100's. The last three came in very low, and you noticed that, until they are almost overhead, jet fighters make all the noise of moths tiptoeing through a cloud. When they are overhead, their thunder bruises your ears and almost pushes you ankle deep into the ground.

The last three jet fighters were led by Jan Zurakowski. They bruised the air with their sound, then climbed straight up in a manoeuvre called the Prince of Wales' feather. The two flanking planes bore off to left and right, and Zurakowski's lead plane continued to fly straight and up. Then, far up in the three planes rolled lazily in plumes.

LIKE WOUNDED DUCK

I don't think any of the spectators on the front lawn of the A. V. Roe plant noticed what happened to the two flanking jets, for Jan Zurakowski brought his plane down in a slow roll so that it looked like a wounded duck, and he pulled out of the roll and came over the lawn so low that he was parting tall men's hair.

Then he pulled straight up into the sky, climbing like a hungry angel late for dinner. He came out of the climb and came straight down toward the earth so that you felt like a dart board with the dart coming dead centre.

Then, just to prove that the Orenda engine can perform in any position, Jan Zurakowski pulled out of the dive and flew low over the lawn upside down. He was so low that he was plucking handkerchiefs out of the breast pockets of the jackets of short men.

EASE IN HANDLING

In fact, he was so low that, if a fly had walked on the plane's controls, the fighter probably would have crashed. And, at a speed slightly in excess of 600 miles an hour, Zurakowski was handling the 17-ton CF-100 as delicately as an old lady manipulates a darning needle.

Zurakowski continued to fly in this manner for some time. Once, he evidently came down so low that he hid under a lilac bush, for he disappeared behind the one-story Avro plant. Seconds later, he came over the top of the plant in a roaring, thundering, cataract of sound which had the spectators spinning like dead leaves in a high wind.

When the exhibition was over, I went in to meet Jan Zurakowski. I expected a big-shouldered, deep-chested man with wild eyes just like in the movies.

THIS IS HE

Jan Zurakowski doesn't look quite like that. He is small, slim, diffident, and his hair has moved well to the back of his head where it stands straight up in a wild fringe, evidently in protest at the way Jan flies a plane.

His eyes aren't dark and wild. They are pale hazel and look as though they were packed in ice.

We established Zurakowski's identity by a simple process. I asked him if he were Zurakowski. He said he was. I asked him if he had been flying the CF-100 a few minutes ago. He said he had. I asked him if he were sure. He said he was.

Then I asked him if maybe he had been promised a special spot in heaven and was trying to commit suicide by flying so low. Jan Zurakowski just laughed.

"I'll tell you," he said in a voice dripping in accent. "The life of a test pilot is a short one, for you can't fly forever. But by flying so low, I am preparing for my future. I am going to have lawn mower blades put in the front of a jet fighter and, when I'm through as a test pilot, I can make a living cutting lawns."

Avro Jet Fighter Goes Backward At Air Display

Farnborough, Sept. 7 (Reuters).—Sqn. Ldr. Jan Zurakowski, Polish-born Battle of Britain pilot, made his jet fighter go backwards in a spectacular display of aerobatics during the third day of Britain's big air show here.

Zurakowski, a test pilot for Avro Canada Ltd., lives in Toronto.

He climbed vertically in his CF-100 twin-jet fighter and kept in the vertical position until he slid backwards before dropping into a spin. The CF-100 is built by Avro Canada and is taking part in the Farnborough show for the first time.

The English Electric supersonic P-1 interceptor was prevented from taking part in the show today because of a "minor unserviceability."

Crewman Gave Life in Saving Secret Equipment From CF-100 Which Crashed and Burned in Farmer's Field at Ajax



—Star Photo by Edwin Feeny

FAMED Avro test pilot, Jan Zurakowski was blown clear of the fiery crash of the CF-100 which disintegrated in Ajax field

STILL-SMOULDERING WRECKAGE of the \$800,000 fighter is shown here as a large crowd gathers around it. John Hiebert, 28, of Rexdale, flight observer, was killed in the crash. Zurakowski was blasted from the plane in his ejector seat but suffered a fractured ankle after he parachuted down. "I tried everything but nothing worked," he said from his hospital bed

HIEBERT DIED a hero, said Zurakowski. The last concern of the flight observer, seen here, was to jettison some of the top secret equipment carried in the plane

ACE'S SURVIVAL OF CRASH MAY SAVE MANY LIVES THOUGH CREWMAN DIED

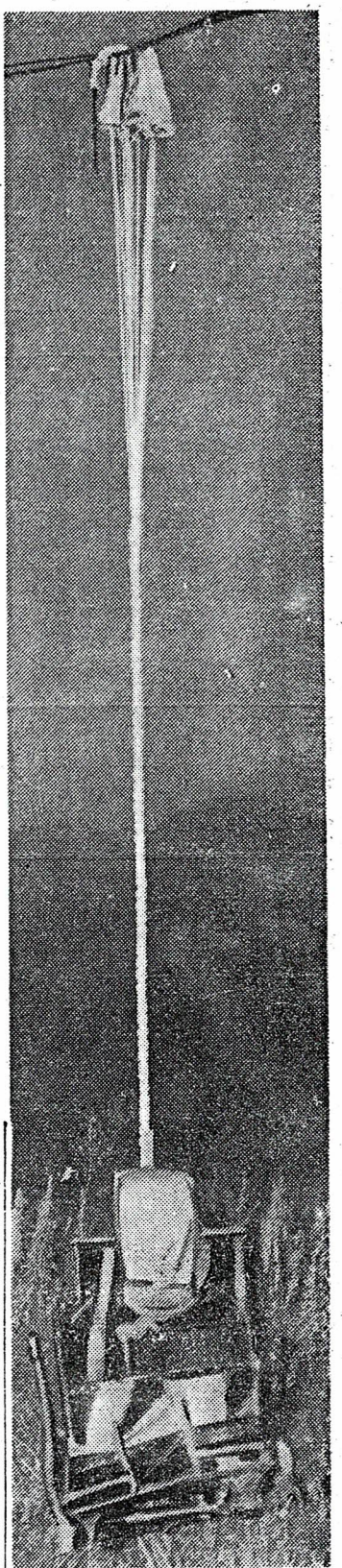
Jan Zurakowski, Avro's famed test pilot, who jumped from a rocketing CF-100 carrying top secret equipment before it crashed near Ajax yesterday, said from his Oshawa hospital bed today: "I tried everything but nothing worked."

Blown clear in his ejector seat, Zurakowski parachuted to a hard landing 500 yards from where the \$800,000 fighter disintegrated in a field, killing its flight observer, John Hiebert, 28, of Rexdale. Zurakowski steered the plane clear of Ajax homes before he jumped.

Falls Semi-Conscious

News of his crewman's death caused the usually stolid Zurakowski to lapse into semi-consciousness at the hospital. It was found later that his ankle had received a minor fracture.

The Battle of Britain ace was at the controls of the hush-hush Mark IV fighter in a routine flight and aviation experts say his survival may save countless



—Star Photo by Edwin Feeny

EJECTOR seat of Zurakowski is seen on ground with parachute in wires

**NCILIATORS
CENT RAISE
ALL 3 SIGN**