

# Walkaround

Editorial comment by Garth Eichel

## One Chapter Closes, Another Begins



Jan, we hardly knew ye

When Janusz Zurakowski, chief test pilot on the CF-105 Arrow program, passed away earlier this year Canada lost one of its aviation icons. Appropriately, newspapers across the country carried news of his death. Though he gave up flying and avoided the limelight after the Arrow's cancellation, it was encouraging to see his life suitably acknowledged when he died.

To be sure, Zurakowski played a significant role during Avro's moment in the sun, rightly earning his place as a Member in the Canada Aviation Hall of Fame. However, in the last 12 months seven other significant Members have passed away, some with little mention outside their immediate aviation circles. These include S/L Mike Cooper-Slipper (see p. 66), Air Marshal Clarence (Larry) Dunlap, Harry Halton, Walter McLeish, LGen Reginald Lane, Angus Morrison, and Jack Reilly. Their passing is a tremendous loss; these men provided us with a tangible and irreplaceable connection to Canada's aviation history.

But, as regrettable as it is to lose such colourful and important figures, we shouldn't get too maudlin. After all, many of these aviators had pretty good runs and they have the gratitude of countless of the rest of us.

That's a notable and worthwhile legacy. We should also take comfort knowing there is no dearth of eligible fresh candidates for the Hall of Fame. New members are being inducted all the time (see Waypoints p. 8), many of them from an up-and-coming generation of aviators who have made, and are making, significant contributions to aviation in this country. Without doubt, the good folks at the Hall of Fame in Wetaskiwin, Alberta, have plenty of worthy individuals to choose from and will be kept busy for years to come.

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As you may have noticed on the cover, we have a slightly new name. This is not the first time the magazine's name has changed though. When Jack Schofield founded the magazine in 1990 it was a 24-page newsprint insert called *Westcoast Aviator*. After three issues, the name changed to *BC Aviator* and continued under that label until 1995 when the magazine was renamed *West Coast Aviator*. In 1999 it became simply *Aviator*.

Initially, the magazine was regional in scope concentrating on the aviation industry in the Pacific Northwest. It covered the stories of the aviators, airplanes and aviation history of this region admirably, developing a core of readers who remain with us still.

Two years ago *Aviator's* editorial philosophy was broadened to appeal to a national audience. The results since have been encouraging. Now, more than ever, we receive phone calls, e-mails and good old-fashioned letters from across the country from readers willing to share their remarkable knowledge, commitment and passion for Canadian aviation. Hence, we feel renaming the magazine *Canadian Aviator* better reflects our national audience and our commitment to advancing the cause of aviation in this country. 人

# CANADIAN Aviator

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### Editor

Garth Eichel

### Art Director

Kelly Tabata

### Editorial Intern

Laura Yeoman

### Contributors

**Writers** Basil Barrie, Steven Delong, Jason S. Eldridge, Robert Erdos, Robert (Bob) Fassold, Chris Horsten, Matt Lang, Bob Loblaw, Joe Scoles, Jim Shilliday, Laura Yeoman

**Photographers** Eric Dumigan, Bob Loblaw, Heath Moffat, Jim Shilliday, Harry Turner

**Illustrator** Chris Rohrmoser

**Honourary Editor** Robert (Bob) Fassold

**Recreational Flying Editor** Chris Horsten

**Aircraft Maintenance Editor** Ted Gerow

**Founding Publisher** Jack Schofield

### Advertising

Katherine Kjaer 1-800-656-7598  
Phone: (250) 658-6575 Fax: (250) 658-6576  
Email: sales@canadianaviatormagazine.com

### Publisher

Mark Yelic



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### Subscription Enquiries to:

Canadian Aviator Magazine

900 - 1080 Howe Street, Vancouver BC V6Z 2T1

Phone: (604) 606-4644 Fax: (604) 687-1925

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### SUBSCRIPTION HOTLINE:

1-800-816-0747

For editorial comment reach us at:  
email: editor@canadianaviatormagazine.com

Phone: (250) 386-6575

Fax: (250) 658-6576

19 - 3318 Oak Street

Victoria, BC, Canada V8X 1R1

### Circulation

**Circ/Promotion Director** Janet Genders

**Systems Manager** Nicholas Beckett

**Customer Service** Diana Cippiciani

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**Production Manager** Kyla Fraser

**Production Coordinator** Michelle Frank

**Advertising Art Supervisor** Gordon Fidler

**Advertising Art** Shannon Swanson

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**President** Mary Mills

**Controller** Brad Sather

**Accounting** Bharti Kamboj, Rohan Sambandam

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