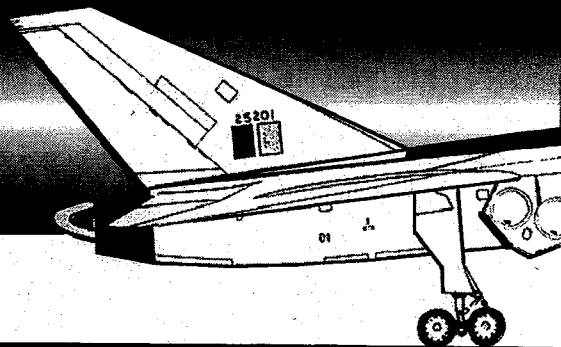


Pre-Flight



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S/L T. J. Michael Cooper-Slipper, D.F.C.
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AHFC

Aerospace Heritage Foundation of Canada



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From the President

The summer of 2004 should prove to be very exciting for the AHFC. First Nick Doran and his committee are proceeding with the arrangements of Jetliner 55 dinner, August 7th, to be held at the Holiday Inn Toronto Airport. Members will be kept up to date as further details become available, on our website and in *Pre-flight*.

In July the Canadian Forces using two ships as part of a training exercise will be searching Lake Ontario for the Arrow Models. Both Bob Saunders and I will be onboard during the search. The planned trip will start at Kingston and finish in Toronto. Our Patron Bill Coyle has been most helpful in the arrangements of this search which has been an AHFC project for many years.

I have just finished reading *Janusz Zurkowski, Legend in the Skies* by Bill Zuk and highly recommend it to members. The research by Bill is most impressive and the story of Jan's exploits during his lifetime serve as an inspiration to all.

Bill Daniels and I have lost a close working friend from Avro, James (Jimmy) Ford. We will miss him.

Frank

T. P. Michael Cooper-Slipper, D.F.C.

S/L THOMAS PAUL MICHAEL (MIKE) COOPER-SLIPPER, D.F.C. passed away peacefully at Royal Jubilee Hospital in Victoria, B.C. in the early hours of Monday, February 23, 2004. With him and comforting him at his bedside were his beloved wife Rita and his adoring granddaughter Jessica and her companion Justin.

Mike Cooper-Slipper was born in the West Midlands village of Kinver, Staffordshire, the first of three children to Thomas and Catherine on January 11, 1921. Following completion of grammar school at King Edward VI School, Stourbridge, Mike pursued his passion for flight and joined the Royal Air Force on a short-service commission in 1938. In July 1939, he was assigned to 74 Squadron, flying the Gloster Gladiator.

But shortly after war was declared, he was sent to 11 Group to convert to Hawker Hurricanes. In December, he joined 605 Squadron. The full force of the Blitzkrieg burst on the Western Front and soon the British Expeditionary Force (BEF) had to retreat to the Channel Coast. 605 was rushed from Wick, in the far North of Scotland, to provide cover for the B.E.F. at Dunkirk. On their first patrol, Cooper-Slipper and another pilot shot down a Heinkel III bomber. Three days later, Mike shot down a Ju 87 'Stuka', and the next day, a Ju 88.

The Battle of Britain

Such sterile statistics give little idea of the immense strain on the thinly-stretched RAF squadrons, sent to fly over France. These aerial combats, against tremendous odds, fought high above the troops on the ground, who had little ideas of the RAF's efforts on their behalf, resulted in heavy casualties. Within a week, 605 had lost half its pilots. In August, during the Battle of Britain, it had to repel attacks launched from air bases in Denmark and Norway. Over these days, Cooper-Slipper registered victories over both enemy fighters and bombers. One of the most extraordinary of these, attacking a formation of bombers over Kent, he had his controls shot away by their return fire and he was out of ammunition. He rammed a Dornier Do 17 amidship and sent it crashing. He managed to bail out, suffering only a few minor injuries, and came down on farmland near Marden. A month later, September 27th, he damaged an Me 109. He was awarded the DFC and told to rest. At just 19 years of age he was one of the youngest ever of Winston Churchill's 'Famous Few' to be awarded the D.F.C.

The Far East

In November, he was posted as a Flight Commander, then joined 135 Squadron and sent to Singapore, where he joined 232 Squadron, flying Hurricanes against Zeros. The squadron gave a good account of itself; Mike shot down two Mitsubishi G3M bombers (the type that had sunk the Prince of Wales and Repulse). He claimed three more G3Ms that week. The Japanese overran the territory, but Mike managed to escape to Jakarta in Java. There he was seriously injured by a bomb blast, and evacuated to Ceylon by the last hospital ship, and then recuperated there and in Pietermaritzburg, South Africa, from his wounds. He next was posted to the Middle East as chief test pilot at RAF Aboukir, in Egypt. There, as commanding officer of the Special Performance Spitfire Flight, he took part in the development of the famous Battle of Britain interceptor for the different requirements of high-altitude photo reconnaissance and low-level tactical recce sorties. This development flying involved plenty of contact with the enemy's reconnaissance aircraft Ju88s and Ju188s. Cooper-Slipper carried out many interceptions at well above 30,000 ft, the most remarkable being an interception of a Ju188, which he attacked and inflicted damage on at 44,100 ft. Returning to England after this appointment, Cooper-Slipper ended his war as chief test pilot at RAF Lichfield.

Canada and Avro

In 1947, Mike immigrated to Canada and joined AVRO Canada at Malton, Ontario as an engine fitter. Not long after, Mike became the first post war test pilot

hired by AVRO's fledgling Flight Test Department. Mike was assigned flight test duties on the Lancaster Jet Engine test bed, the C-102 AVRO Jetliner, the AVRO CF-100 all-weather fighter and the Orenda powered Canadair F-86 Sabre. During this period Mike developed an expertise in aircraft engine development and when AVRO's Gas Turbine Division was spun off to form Orenda Engines, Mike became Orenda's Chief Test and Development Pilot in 1955.

More Testing at Avro

During production and development of the CF-105 AVRO Arrow, Mike's role was to flight test the Orenda Iroquois engine designed for eventual use in the Arrow. He did this along with his crew in a specially modified B-47 on loan to the R.C.A.F. and AVRO from the U.S. Air Force. Since the Arrow program was cancelled before the Iroquois could be fitted in the 6th production Arrow, Mike had the distinction of being the only test pilot to test the Iroquois engine in flight.

Moving On

Following the Arrow cancellation in 1959, Mike embarked on another career in aviation, this time in Aircraft Sales. Through 1972, Mike worked for a number of firms specializing in aircraft sales and technical marketing including de Havilland and Field Aviation. In 1972 Mike joined the Ontario Ministry of Industry and Trade as an International Industrial Development Officer. He remained in the Civil Service until his retirement in 1986 and traveled extensively promoting Ontario's aviation manufacturing capabilities and was instrumental in creating the Ontario Aviation Consortium. Mike and Rita then retired to Victoria, B.C. where he spent 18 wonderful years pursuing his passionate love of cameras and photography, his interest in aviation history and 'tinkering' with his prized vintage Alfa Romeo. In 2003, in recognition of a life's contribution to aviation, Mike was inducted into Canada's Aviation Hall of Fame at a ceremony in Halifax, N.S. commemorating the Centenary of Powered Flight.

Commemoration

Mike is survived by his beloved wife Rita of 63 years of Victoria, his devoted and proud son Chris and daughter-in-law Pat of Toronto, his only and cherished grand-daughter Jessica of Toronto, his sister Mary of Wales and countless friends and admirers around the world. This includes many of his friends from the Aerospace Heritage Foundation of Canada.

ahfc

The
15th

**ANNUAL GENERAL MEETING
of the
Aerospace Heritage Foundation
of
Canada**

**will take place
on**

**SATURDAY, JUNE 19, 2004
at
11:00 am**

**at the
Toronto Aerospace Museum
65 Carl Hall Road
Downsview, Ontario**

**The Agenda will consist
of**

**The President's Report
Treasurer's Report
Appointment of Auditors
Committee Reports
the Election of Officers.
and
Other Business**

**Following the meeting
Claude Sherwood, President TAM
will update the meeting
on the progress of the Museum.**

**All members
are cordially invited to attend!**

Refreshments to follow.

Members Matter

Planning for Summer

Everything ends, as the saying goes; and the winter did just that. In fact, it seems that it went by like the semis on the 401, hurtling by at 120+ks. Now we are opening the door, so to speak, to summer with all sorts of good happenings for our Foundation. We continue to tell the story of Malton, Avro and Orenda. It is also the story of all of you, dear members, who were part of the better years in Canadian aviation.

The Board of Directors

Members faithfully come to the monthly meeting of the Board. From time to time, some are unable to attend, but when they can, they do! AHFC is careful with its finances, for it does not have a large membership base. It sensibly decided to keep the cost of membership in the low range. Our Foundation wants you to keep in touch and it wants to keep in touch with you. It does so through our newsletter and web page. The Board is realistic and is very carefully about expenditures. I assure you that AHFC can, more or less comfortably, last for yet a while. So thanks again to those who have been so generous with your donations and support.

Offices and Artifacts

It might be of interest to know that all of our many artifacts, donated over the years, are catalogued along with an evaluation and properly stored. Though we rent an office at the Toronto Aerospace Museum, we also have safe additional storage space elsewhere.

The AMRP (Underwater Arrows)

As of this issue, the operation is still active. Final cuts of our 2003 efforts are being evaluated and the airing of these will be announced, according to Mike Fletcher of Ecinova. The Canadian Navy has offered the services of two ships to assist in the search. In fact, HMCS Kingston will be on duty July 5 to 8. She will leave Kingston harbour, arriving on site and immediately start to survey around the clock. As young people say, "The Navy will rock!" The second ship will check last year's targets and no fancy instrumentation will be used; metal detectors will work fine.

The End of the Line

Nathalie Bibeau, a Senior Researcher at the CBC Documentary Production Unit, would like to announce the documentary "The 13th Mission" airing on CBC Television June 6th at 7:00pm. In commemoration of the 60th anniversary of D-Day, it is the story of the Andrew Mynarski crew who were shot down over France on June 13, 1944, and of three young women who helped build the bomber in which they flew. Her article for PreFlight will appear in the next issue.