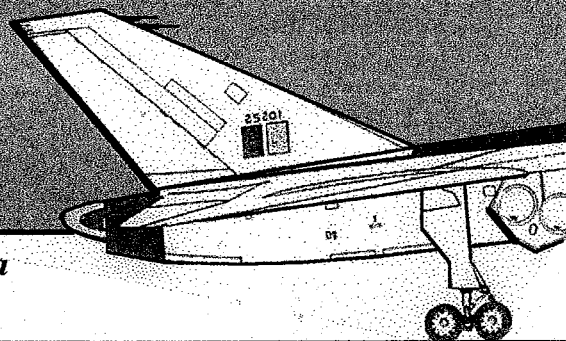


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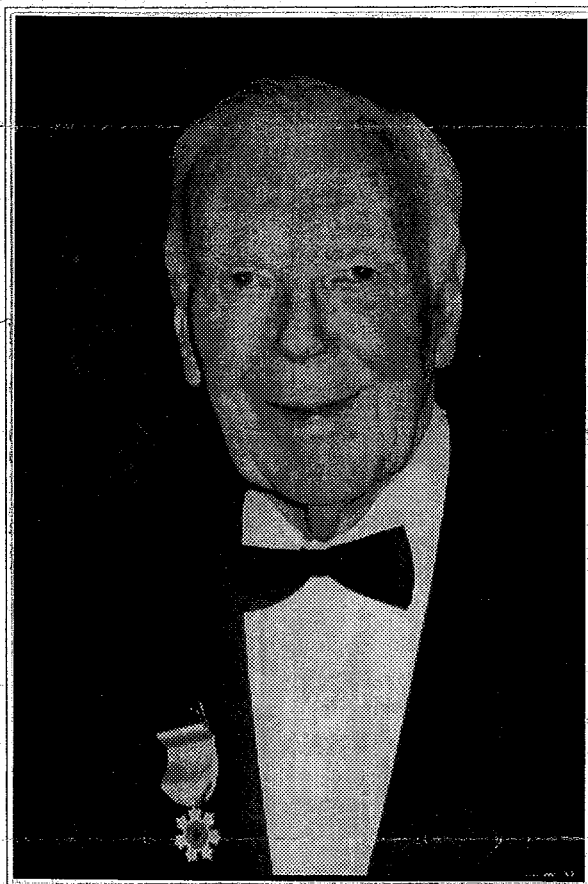
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Michael Cooper-Slipper and His Years with Flying Machines (Conclusion)

Michael (Mike) Cooper-Slipper was inducted into the Canadian Aviation Hall of Fame, joining the stalwart corps of dedicated and courageous individuals who made a difference in the early years of aviation in Canada. It's now called aerospace. Mike's close connection with aircraft spanned decades in the last century. It involved white-knuckle, jolting take-offs on bumpy grass and gravel fields to the mile-plus runways of modern international airports. He was comfortable, almost most of the time, be it in the cockpit of a Spit, or hand on throttles of the six-turbined B-47 with the Iroquois - and including all sorts of types in between. He was not only a test pilot; he guided research, development and sales of wondrous metal birds. We left him in Part One at the start of a second career: sales and marketing of aircraft.



Michael Cooper-Slipper at his Induction

Cooper-Slipper's enthusiastic promotion of the CF-100 and Avro Jetliner to company officials, visiting dignitaries and other flyers did not go unnoticed and after the Arrow program was cancelled in February, 1959, and the B-47 was returned in June, Sir Roy Dobson called Cooper-Slipper back to England to sell the Avro 748 to markets around the world. The Avro 748 was a civilian transport aircraft similar to the Jetliner, but with turboprop engines and Cooper-Slipper flew it several times. Returning to Canada in 1961, Cooper-Slipper joined deHavilland Aircraft of Canada as a Technical Sales Representative. With responsibilities in both market research and direct sales, Cooper-Slipper flew the Beaver, the Turbo Beaver, the Otter and the Twin Otter and the Caribou so that he could sell with the authority of personal experience with a knowledge of the aircraft. deHavilland's design program was shaped in part by the results of Cooper-Slipper's market research. Of particular note was the research he did for the Twin Otter, the 19-passenger, twin turboprop engined aircraft deHavilland designed to complement its versatile bush plane, the Otter.

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From the Vice-President

REPORT GIVEN TO THE 2003 AGM

The City of Woodstock Museum and the Peel Regional Museum in Brampton both featured the "Avro Arrow A Dream Denied" travelling exhibit this past year. This exhibit was prepared by the West Parry Sound District Museum and was sponsored by Canadian Heritage and FedNor. The AHFC was asked to participate and loaned them several of our artifacts and photographs. Reports received indicated attendance was very high. As a result of our participation in Woodstock, the AHFC were requested to display at the World Championship for Remote Control Model Aircraft in Tillsonburg. A lecture/presentation was given to the Oxford County Genealogical Society at the Woodstock Museum.

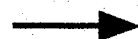
On October 4th., 2002, the AHFC participated at the 45th Anniversary of Rollout of the Avro Arrow. This day was presented by Boeing, Toronto in Malton, being the former AVRO plant. Many AHFC members were in attendance as they were former employees along with invited guests and Boeing employees. It was a very successful function. Our artifacts, photographs and documentation acquired over the years were on display.

cont'd on p. 4

Cooper-Slipper, cont'd.

Like the single-engine Otter, the Twin Otter was used in the north, operating on floats, skis, or wheels in extreme conditions, but its greater speed and larger passenger and freight capacity made it useful as well to commercial airlines for feedliner routes and air taxi service. Cooper-Slipper sold the very first Twin Otter used in a dedicated commuter role to Pilgrim Airlines in the U.S.A. He also played an important role in the development of the Turbo Beaver. deHavilland was reluctant to build a turboprop model of its all-purpose bush plane until Cooper-Slipper did the market research and extensive calculations to demonstrate that the Turbo Beaver would be a practical aircraft to service a significant market, making it a good investment for the company. In 1964, Cooper-Slipper became Marketing Manager for Field Aviation, a leading Canadian aviation sales, service and support organization. Field Aviation was the Canadian distributor for Beechcraft and sold Dassault Fan Jet Falcons, one of the earliest business jets, on behalf of Pan Am Business Jets, the North American distributor. Cooper-Slipper marketed Beechcraft airplanes across Canada and was instrumental in the sale of several Falcons. Field also modified various deHavilland aircraft for specialized purposes such as survey work and was doing exceptional work on the development and refinement of water pickup and delivery systems for water bombers.

While Cooper-Slipper's responsibilities were primarily to do market research and supervise the general marketing of airplanes, his most significant contribution was to the water bomber program. Working with Chief Engineer, Knox Hawkshaw, he photographed the water drops from the ground, providing information on the pattern and spread of the dropped water and was used to adjust the delivery



Cooper-Slipper, cont'd

system for maximum fire suppression effectiveness. Field Aviation became a world leader in this area of design and manufacture.

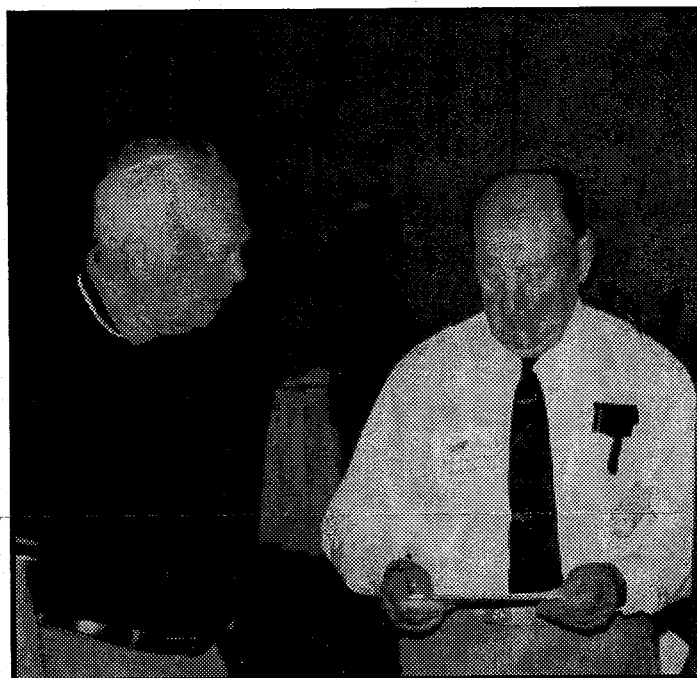
After leaving Field Aviation, Cooper-Slipper consulted for a period in 1968, with Miami Aviation of Opa Loca Florida, who utilized his extensive knowledge of the Twin Otter in their sales, modification and refurbishment programs. In 1969 Cooper-Slipper moved to a sales position at Bannock Aerospace, buying and selling used aircraft, the Beaver, Otter and Caribou, primarily to private consortiums that subsequently leased them out.

Overseas Market Consultant

Experience in market research, sales and working with consortiums were a distinct advantage when, in 1971, Mike Cooper-Slipper applied for a position as Overseas Market Consultant with the Ontario Ministry of Industry, Trade and Commerce. At the time, the Ontario government was aggressively pursuing export markets for the province's manufacturers, and had offices in several countries. Cooper-Slipper's role was to survey overseas markets, identify products for which markets existed, put together consortiums of Ontario manufacturers and suppliers to produce the needed items, and then introduce the potential vendors to the prospective purchasers. While at first he developed markets for a wide variety of products, by the mid to late 1970's he was concentrating, more and more on creating opportunities for manufacturers and suppliers in the Canadian aviation industry, identifying markets not just for Canadian-built aircraft, but for aircraft parts and components.

He led missions to the big air shows at Farnborough, England and Paris, France and arranged meetings with potential buyers and sellers and spent at least the same amount of time traveling on his own to seek out new connections and confirm established relationships. Thanks to Cooper-Slipper's efforts, potential aerospace buyers around the world recognized that the Ontario based industry could supply high quality products at competitive prices.

Of particular note is his success at developing markets in the Arab countries, predominantly Egypt, Saudi Arabia, Iraq, Iran, Bahrain and the Sudan. Doing business with these countries required building personal relationship based on trust with the companies' principals. Without that trust, dealings in the Arab countries would have been very difficult and those markets might never have opened up to any of the manufacturers and suppliers he represented.



Mike with Bill Sanders at Jetliner Reunion

Cooper-Slipper's last project, which consumed most of his time during the two or three years before he retired, was the formation of a five-member Ontario based consortium to market aerospace products and services internationally.

Michael Cooper-Slipper retired in 1986 to his Etobicoke home, and now lives in Victoria, B.C., with Rita, his wife of nearly 60 years. He has one son, Chris, an aircraft sales and marketing representative who lives in Toronto. He has prepared this tribute to his father.

Canada's Aviation Hall of Fame Dinner

The 2003 Induction Ceremony was held on Saturday, June 7th, 2003 in Halifax, Nova Scotia with approximately 250 guests in attendance. The evening events started with all guests being greeted by members of the National Board of Directors, Canada's Aviation Hall of Fame including our Foundation's Patron William J. Coyle prior to dinner.

After all guests were seated, the Inductees were introduced and escorted into the meeting by Royal Canadian Air Cadets and a Piper from the Halifax Citadel. All Inductees were seated with their own family. Once seated 12 attending members of the Hall were introduced, including AHFC's Don Rogers and Bill Baker. During the dinner an audio/visual commentary was displayed on two large screens showing the career and accomplishments of each Inductee.



Cooper-Slipper, cont'd

On completion of the meal, the Induction Ceremony began with each Inductee being escorted to the podium by two Royal Canadian Air Cadets. The only exception was for *Michael Zubko* who had passed away in 1991. Mr. Zubko's wife accepted and her son gave a thank you speech in honour of his father. Next in line was *William Boggs* followed by *Mike Cooper-Slipper* and then *Walter McLeish*.

Following the ceremony all the new members posed for a photographic opportunity along with other members of the Hall. It was an evening to be long remembered by all.

The following is Mike Cooper-Slipper's citation:

"His accomplishments in his military career, his exceptional courage and capabilities as a test pilot of both aircraft and engines, and his expertise in marketing, helped to establish Canada's reputation as a leader in aviation."

Vice President's Report, cont'd from p.2

In November we again participated at the Hobby Show 2002 in the International Centre.

I had the honour of representing the AHFC the weekend of June 7th, at the Canada's Aviation Hall of Fame induction ceremony at Halifax, Nova Scotia. Four new members were inducted including AHFC member Michael Cooper-Slipper, among those attending were Don Rogers and Bill Baker, both members of the Hall and other members of the AHFC. Our Patron, William Coyle was also in attendance. He also is Vice Chairman of the Hall of Fame.

The Foundation continues to support Mississauga's 845 AVRO ARROW Squadron, Royal Canadian Air Cadets with two trophy's. Jim Floyd presented the James C. Floyd Trophy, for Power Flying, to winner F/Sgt Andrew Fiedler. John Hughes and Tim Patten presented the Janusz Zurkowski Trophy, for Glider, to winner F/Sgt Matthew Beck at the Squadron's 27th Annual Review.

A major documentation acquisition this past year (via Ian Farrar) was the minutes of the AVRO Senior Management Committee from 1955 until the middle of 1959. These provide great insight to the inner workings of AVRO Aircraft. AHFC member Bert Scott donated a pictorial history of the Avro/Orenda complex in Malton which he researched and composed.

We continue to support the Zurkowski Park Project in Barry's Bay, Ontario, and have been a part of this project since its inception.

A new publication by Palmiro Campagna titled *Requiem of a Giant* has now been published. The AHFC provided many of the photographs used in the book and Ian Farrar helped with the proof-reading. Anyone who has read previous books by Palmiro knows that he can always find new information that is factual to help explain some of the mysteries in the governments handling of AVRO.

As mentioned last year, we will republish the book CF-100 by Jim MacMillan; permission from Jim's heirs and Local 717 I.A.M. has been received.

We will continue to develop a full series of lectures to present to various organizations to spread the AVRO story, with two lectures presented last year.

Frank

Members Matter

Holiday Time

Someone once commented that summer is a time for weddings and holidays. This is true. But many things still go on as usual. AHFC has to take care of ongoing commitments and obligations. Contributed articles for *Pre-Flight* have to be reviewed and issues planned. Many thanks are in order to the writers! The Board of Directors will shortly be sitting down to fine-tune activities for the coming autumn and winter seasons. By the way, I know you will be pleased to know that our President, Ian Farrar, is mending well and is keeping in touch. Our Foundation will be represented at the opening in Barry's Bay of the park in honour of Janusz Zurkowski.

Plans for the erection of a commemorating cairn at the crash site of CF-100, 18102 near Komoka, west of London, are coming along nicely. I am always pleasantly amazed at the wonderful cooperation by good people. Looking ahead into the near future: a dinner commemorating the *Jetliner 55 Anniversary Reunion* is presently in the serious planning stages for August 2004. Look for more information in *Pre-Flight* once things are more or less firmed up re the program and location. I have received favourable comments from members I talked to. Special thanks to those who later took the time not only to write but also offer suggestions.

Have a great summer. Be careful. Wear a hat! See you in the Fall!

NICK DORAN