

BY MARY OSWALD

Canada (AIAC), in 1967-68 and again in 1987-88. In 1983 he was named Fellow of the Canadian School of Management.

Boggs also dedicated himself to his community, serving on several boards, including President of the Toronto Symphony, the Canadian National Exhibition and the National Ballet of Canada, as well as many corporate Boards of Directors.

Boggs retired in 1995 after 55 years of distinguished service to the aviation industry and to Canada. He resides in Toronto, Ontario.

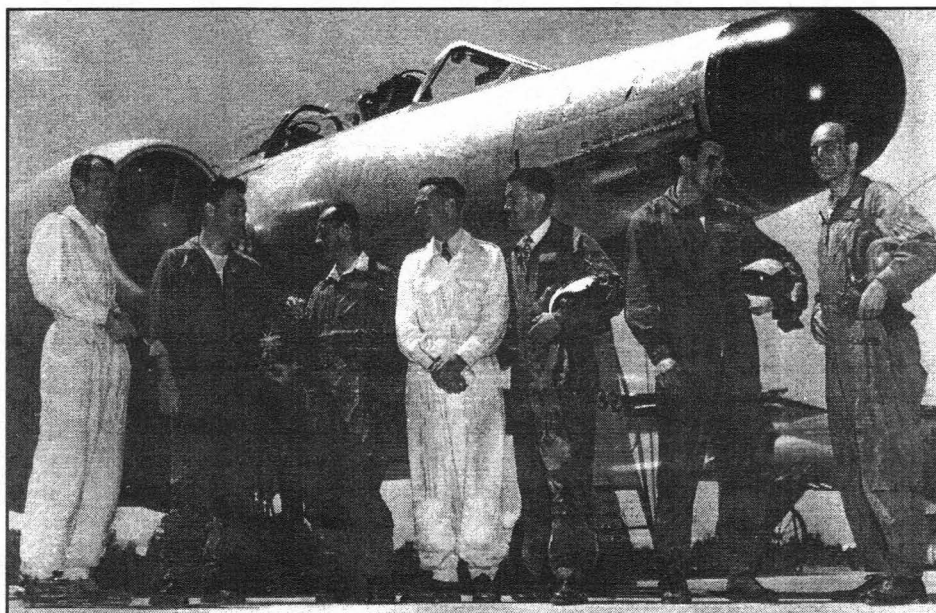
Thomas Paul Michael (Mike) Cooper-Slipper

(b. 1921)

T.P.M. (Mike) Cooper-Slipper, D.F.C., was born in Kinver, Staffordshire, England on January 11, 1921. He joined the Royal Air Force (RAF) in 1938 and completed his training as a fighter pilot in 1939.

A posting to 605 Squadron at Wick, northern Scotland, gave him valuable experience flying from a primitive airfield in adverse weather, but in May, 1940, the Squadron was moved to cover the evacuation of allied troops from Dunkirk. Engaging in combat for the first time, Cooper-Slipper destroyed his first enemy aircraft. He flew every one of 605 Squadron's sorties before the Squadron was withdrawn from action. On September 15, 1940 he purposely rammed a Dornier 17 bomber with his disabled Hurricane and was awarded the Distinguished Flying Cross, at age 19 one of the youngest Battle of Britain pilots so honoured.

In November, 1942 he began a career as a test pilot, and stayed in that role for the remainder of the war. He flew the full spectrum of aircraft from Tiger



Personal Collection, T. P. M. Cooper-Slipper

Part of Avros' dream team. From left: Peter Cope, Chris Pike, Jan Zurakowski, Mike Cooper Slipper, Don Rogers, Stan Haswell Glen Lynes. c. 1950.

Moths and Mosquitoes through Spitfires, Hurricanes, Sea Furys, Tempests and American Grumman naval fighters, to the B-24 Liberator and the B-17 Flying Fortress.

Cooper-Slipper resigned from the RAF in June, 1946, having served in three theatres of conflict. He had an enviable record of 14 enemy aircraft confirmed shot down, shared or damaged, and his decorations included the D.F.C. with Battle of Britain bar.

Cooper-Slipper emigrated to Canada in 1947, joining Avro Canada Ltd. as an engine fitter. In 1949 he was assigned to development of the Avro Jetliner, the first civilian jet transport in North America. In April, 1950 he was co-pilot on the first international jet transport flight, flown between Toronto and New York in the Jetliner.

Although the Avro Jetliner never went into production, flight testing proved that jet-powered air transports could be successfully and safely flown and operated on commercial air routes. Design of subsequent jet aircraft was influenced markedly by the results of the Jetliner tests, and the widespread interest in the Jetliner put the spotlight on Canada as a leader in the development of this new sector of the aviation industry.

In 1951 Cooper-Slipper was loaned to Orenda Engines, the gas turbine division of Avro, for engine development work. His reputation as a specialist in this area was made on a converted Avro Lancaster MK10, whose outboard engines were replaced with the initial Orenda engines. He subsequently test-flew the Canadair-built Orenda-powered F-86 Sabre and

"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."

- Induction citation, 2003

the Avro CF-100 'Canuck', the first jet fighter designed and built in Canada.

Orenda Engines separated from Avro in 1956 and Cooper-Slipper became Orenda's chief test pilot. Most notable was his work on the development of the Iroquois turbojet engine, intended to become the power plant for the CF-105 (Avro Arrow). Test flights had indicated that, with the right engine, the Arrow could become the world's fastest, most advanced interceptor aircraft.

The Iroquois, delivering over 19,350 lb. of thrust during testing, was too large and powerful for most aircraft of the day, so when the time came to air-test it, the U.S. Air Force agreed to lend a Boeing B-47 bomber for a flying test-bed. The B-47 was modified by Canadair to carry the Iroquois as a seventh engine, mounted on the rear of the aircraft, and flight testing began. They flew the B-47/CL-52 from Canadair's Cartierville plant to Malton on April 15, 1957. The modified B-47 was quite a challenge to fly. At full throttle, the Iroquois engine was too powerful even for the B-47. Cooper-Slipper's crew had to develop a unique method of staggered engine thrust on the B-47's six engines when the Iroquois was running to prevent a severe asymmetric thrust condition. Although the Avro Arrow program was cancelled before testing on the Iroquois was completed, the knowledge generated during test flights had considerable influence on later engine development.

After the Arrow program was cancelled in February, 1959, he worked in England briefly before returning to Canada in 1961 to join de Havilland Aircraft of Canada (DHC) as a Technical Sales Representative. DHC's design program was shaped in part by his market research. Of particular note was the research he did for the 19-passenger Twin Otter. Like the single-engine Otter, the Twin Otter was used in the north, operating on floats, skis, or wheels in extreme conditions, but its twin turboprop engines gave it greater speed and larger passenger and freight capacity, making

it useful to commercial airlines for feedliner routes and air taxi service. He also played an important role in the development of the Turbo Beaver. DHC was reluctant to build a turboprop model of its all-purpose bush plane

When the Jetliner was being developed, there was widespread reluctance to consider jet aircraft for civilian transport. Many believed that flying such fast aircraft on commercial routes would be beyond the capabilities of the pilots and therefore dangerous, that tarmacs would be melted by the heat of the jet engines, and that jets would not be able to compete with conventional aircraft on short-haul commercial runs.

until he did the market research and extensive calculations to demonstrate that the Turbo Beaver would be a practical aircraft with a significant market.

In 1964 Cooper-Slipper became Marketing Manager for Field Aviation, a leading Canadian aviation sales, service and support organization. Field was doing exceptional work on the development and refinement of water pickup and delivery systems for water bombers. While his responsibilities at Field 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 that was

used to adjust the delivery system for maximum effectiveness in fire suppression. Field Aviation became a world leader in this market.

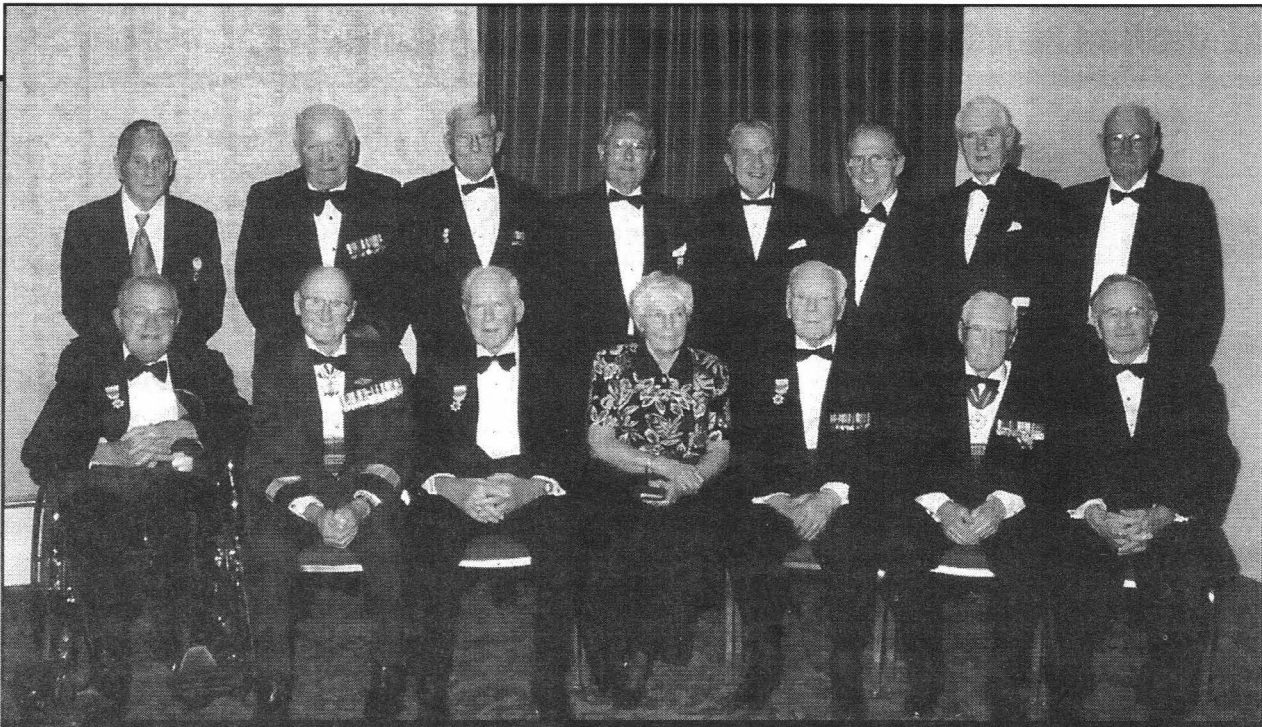
After leaving Field Aviation, Cooper-Slipper consulted for a period in 1968, with Miami Aviation of Opa Loca, Florida, which utilized his extensive knowledge of the Twin Otter in their sales, modification and refurbishment programs. In 1969 he moved to a sales position at Bannock Aerospace, buying and selling used aircraft, mostly Beavers, Otters and Caribous, primarily to private consortiums that subsequently leased them out. (Russ Bannock, Hall of Fame, 1983)

Experience in market research, sales and working with consortiums were a distinct advantage when, in 1971, 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.

By the mid to late 1970's he was concentrating more and more on the Canadian aviation industry, identifying markets not just for Canadian-built aircraft, but aircraft parts and components. 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.

Cooper-Slipper's last project was the formation of a five-member Ontario based consortium to market aerospace products and services internationally.

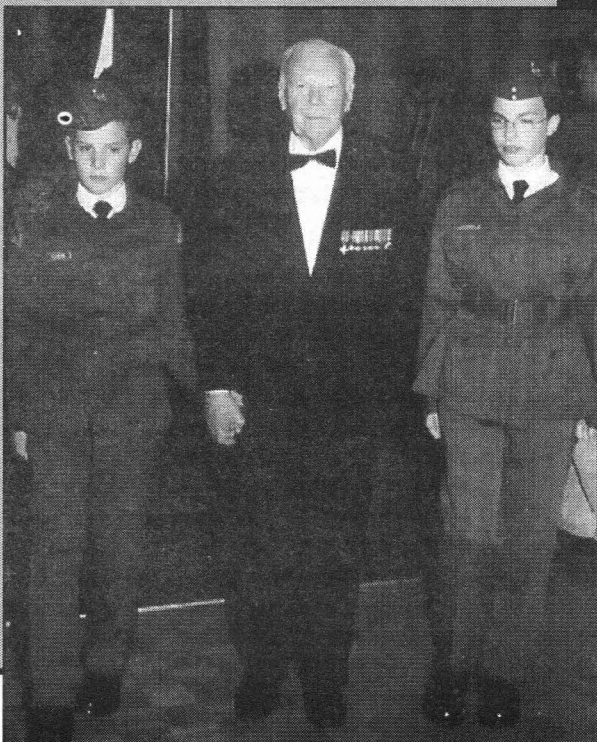
He retired in 1986 and lives in Victoria, BC., with Rita, his wife of nearly 60 years.



All members attending this year's induction; back row l-r: Donald Mclure, Don Watson, Bill Baker, Byron Cavadias, Don Rogers, Claude Taylor, Dick Richmond; front row l-r: Walter Mcleish, Leonard Birchall, William Boggs, Dawn Zubko, Mike Cooper-Slipper, Keith Greenaway, Seth Grossmith.



Above: The Avro team reunited! From left Don and June Rogers, Rita and Mike Cooper-Slipper, and Bill and Mrs. Baker.
At left, Mr. Cooper-Slipper is escorted by cadets from #18 Dartmouth Lions Air Cadet Squadron.



OFFICIAL BIOGRAPHIES OF THE 2003 HALL OF FAME INDUCTEES



Personal collection, W. B. Boggs

Governor general Jeanne Sauvé presenting William Boggs with the Order of Canada.

William Brenton Boggs (b. 1918)

William Brenton (Bill) Boggs, O.C., O.B.E., B.Eng. (Mech.), was born in Douglas, Arizona, USA, on December 18, 1918. He came to Canada with his parents in 1927, and settled in Noranda, Quebec.

"His 55 years of inspired civic duty and his outstanding leadership in military and commercial aviation have made a deep and lasting contribution to Canada and to its aviation industries in particular."

- Induction citation, 2003

His involvement with aviation began when he joined the Royal Canadian Air Force as an Engineering Officer in 1940. He served in England, Europe and North Africa, and by the end of the war he had been appointed an Officer of the Order of the British Empire for outstanding service.

After returning to Canada and to civilian life in 1945, Boggs worked

with Trans-Canada Airlines (TCA, Hall of Fame 1974), Canadair, and Can-Car, a subsidiary of Hawker Siddley Canada. In 1965 he was appointed by that company to the position of President of de Havilland Aircraft Canada (DHC). Under his leadership, DHC initiated the development of the 30-seat Dash-7, a response to the opportunities for STOL commuter aircraft that were envisaged for the Northeast Corridor linking the cities of Washington, New York, Pittsburg, Boston, Montreal and Toronto.

While still at DHC, Boggs had been selected to be the President, and later Chairman, of Canada Systems Group (CSG), a position he held for 12 years, during which time he built CSG into the largest computer services company in Canada. In 1983 he was appointed President and CEO of The Canadian Data and Professional Service Organization. But he was not through working for the aviation industry yet.

In 1984 a change in the Federal Government resulted in a decision to privatize both DHC and Canadair. At DHC a change in management was implemented to prepare the company for sale while continuing with the development of the Dash-8 series of

commuter aircraft. Once again the call went out for Boggs, who returned to DHC in December of 1984 as Chairman, President and CEO. Through his firm leadership, he was able to maintain development and production while preparing the company for sale, thus ensuring that one of the most critical assets in Canada's aerospace industry was preserved and repositioned for future

growth. DHC was sold to the Boeing Company in 1986, at which time Boggs was appointed Vice Chairman of Boeing Canada. In 1987 he accepted the Chairmanship of Field Aviation Holdings Inc., a position he held until his retirement in 1995.

Boggs was recognized for his tireless dedication and distinguished efforts on behalf of the aviation industry of Canada. He was invested as an Officer into the Order of Canada in 1988. The Canadian Aeronautics and Space Institute (CASI) named him Fellow in 1967. He served twice as Chairman of the Aerospace Industries Association of

In 1943 William Boggs was selected to be the Senior Engineering Officer of #331 Wellington Bomber Wing, on loan to Middle East Command in Tunisia. Under extremely austere conditions a patch of desert was turned into an airport and there, under canvas, the three squadrons achieved extraordinary efficiency conducting night and day operations. For his efforts on this vital and successful operational assignment, Boggs was appointed to the Order of the British Empire in the rank of Officer in 1944.