

be resolved. "We thought they would straighten it out next week."

It left most with a very bad feeling, and with many, it continues to this day. Ron Ramsay of Nobel, an Aero observer at the time, recalls the day people left. "A lot of people were dragging their lower jaws on the ground."

Ken Dunk says: "It's very hard, suddenly to be told you were out of a job, period, especially with a young family."

Don Kingston's wife Jean says: "It was quite sad what it did to Nobel."

Zilpha Moore remembers a demonstration was held in Parry Sound to protest the decision: "When they closed that, they paraded down the main street, to get something done. It just took Parry Sound right down."

Ken Stewart of Parry Sound, a maintenance clerk at Orenda Test Establishment, says people were trying to get the operation back, but they had no success.

The Orenda Test Establishment employees had been making good money. When their jobs were terminated their contribution to the local economy became painfully clear as many Parry Sound area businesses closed, remarks Howard Dewar.

Not only income was lost. People started to leave. "They really got spread around after the collapse," says Mr. MacDonald. "A good many went to the States." None of the qualified engineers remained in the area, he notes.

Mr. Dewar says he and 26 others went to Longueuil, Quebec to continue work in the industry.

The six Avro Arrows were cut up. "It was a tragedy to destroy that thing," says Ted Dunk. "It was world renowned." Destroying the Arrows was "unconscionable," he says.

"The cut-off was so severe it left a lot of us with a bad taste for Diefenbaker, that's for sure," says Mr. MacDonald.

Many blame it on United States, and pressure from the aircraft industry there to support their products which the Avro Arrow was seen to threaten. It is also felt that Mr. Diefenbaker was acting on faulty information in cancelling the Avro Arrow project.

"He couldn't have had good information," says Mr. MacDonald.

"It was all due to politics," says Ken Dunk. "That really turned me off on politicians."

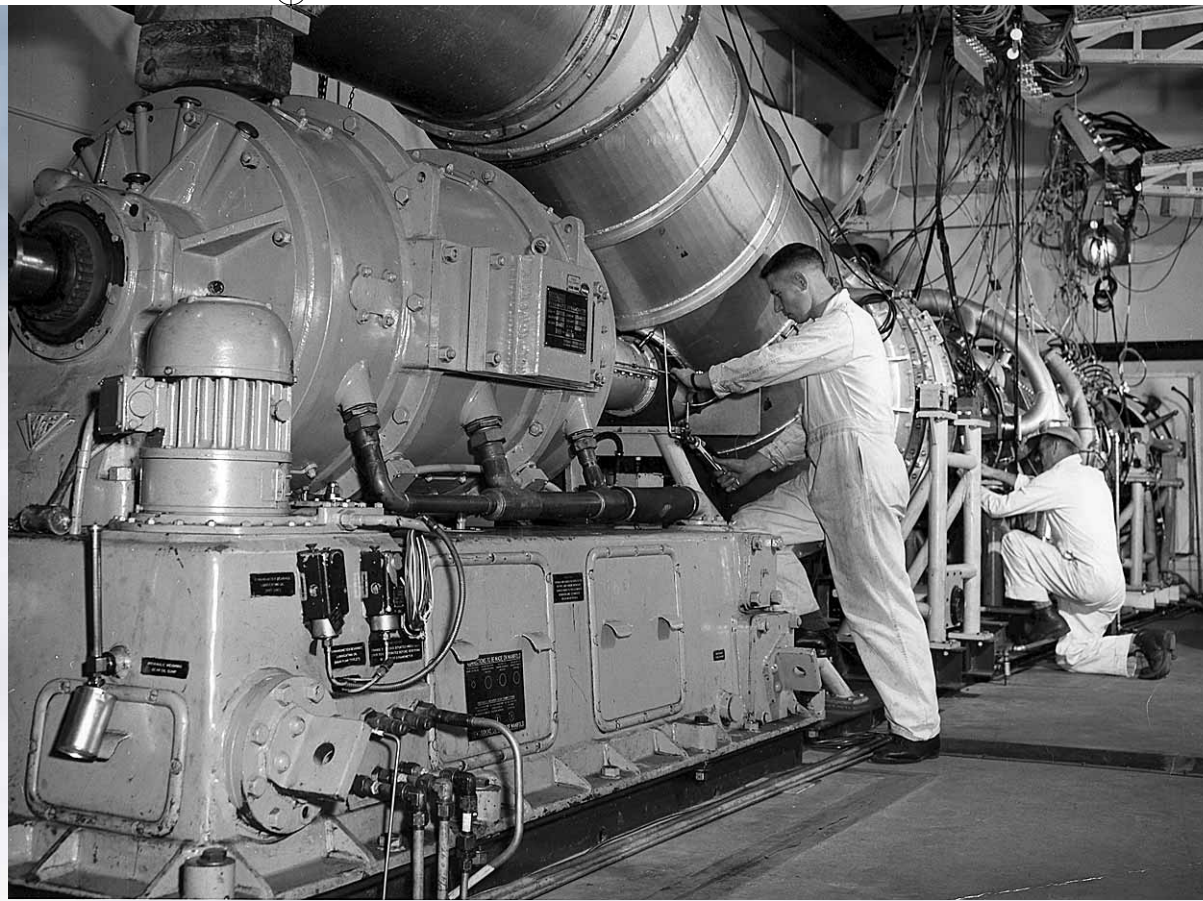
Dennis Baskey doesn't understand why the programs for the Avro Arrow and the Iroquois engine were not continued. It has been suggested that the projects were becoming alarmingly costly for the Canadian government. But in such projects, "there's always overruns," says Mr. Baskey.

Russ Land of Parry Sound, a trucker at the Orenda Test Establishment, says: "It's too bad they discontinued it because they had a good thing going. They spent a lot of money (\$400 million in total) but then they just threw it away. They may as well have spent a little more and come out with something."

Andy Milne says Canada slipped back 50 years because the technology obtained through those projects was lost. He reflects on the statements that it was political pressure from United States that resulted in the decision to cancel and eradicate the projects.

"It really was too bad it was cancelled but I don't really know the right and wrong of it," says Ken Stewart, who describes the Avro Arrow as an aircraft that was far ahead of its time.

Howard Dewar's father was one of those who was forced to cut up the Avro Arrow. "It was an awful



**Andy Milne, in foreground, and Al Thomas, are shown working on a rotating blade cooling rig at Orenda Engines.**

waste," says Mr. Dewar.

But some items escaped destruction, and parts of the sixth Avro Arrow and an Iroquois engine, as well as two Pratt and Whitney J-75 engines, are in Ottawa at the National Aviation Museum and the National Research Council. These pieces, some of which were purposely hidden when the other Arrows were being destroyed, represent the reality, as compared to the rumour that the sixth Avro Arrow was flown away.

What also remains that is real, are the people and their memories. Don Kingston remembers with pride meeting and shaking the hand of Avro Arrow's first test pilot, Janusz Zurkowski.

"That was really something to shake that man's hand." Mr. Kingston had previously only spoken to Mr. Zurkowski over the radio from the ground in Malton as Mr. Zurkowski flew the Avro Arrow. There is a memorial to Mr. Zurkowski in Barry's Bay, Ontario.

Orenda engines also remained as an operation in Toronto. It was the Avro Arrow and the Iroquois engine, although far ahead of their time, which became things of the past.

Dennis Baskey ultimately purchased and operated Taurus Offset Inc. printing company. He is a Mason and Shriner and curls in the winter.

Howard Dewar went to work for Pratt and Whitney Canada in Longueuil, Quebec, and then Mississauga. Now living in Parry Sound, he is a member of the Legion.

Ken Dunk became an elementary school teacher and then went into shipping with Rockwell Corporation. He now regularly plays horn, with Howard Moore on guitar, for the Seguin Seniors' Drop-in Centre.

Ted Dunk, Ken's brother, went on to work at Canada Post and joined the Foley and then the West Parry Sound boards of education. He was chair of the West Parry Sound Board of Education, as well as serving on other committees and coaching minor hockey.

Bill Hall, who was a fitter-tester at the Orenda Test Establishment, and had served in World War II, with the Royal Canadian Air Force, has operated the Mill Lake Quarry, Seguin Construction, and a marina and

cottage business. He has served on Parry Sound council, two terms as mayor, and was on the first board of directors for the West Parry Sound District Museum.

Don Kingston worked for the Ministry of Corrections in Parry Sound for 25 years and he coached kids' hockey. His wife Jean, raises Cavalier King Charles spaniels.

Russ Land went to work for Hydro where he remained for 28 years. He has also served as a volunteer fireman. He and Jim White regularly play music for local seniors.

Ian MacDonald, previously trained in watchmaking, went on to operate Ian MacDonald Jewellers with his wife Bonnie. He also served as vice-president of the Credit Union.

Andy Milne who hailed from Scotland with experience in the Royal Air Force, went to work for Lowphos Ore shipping ore to Detroit for 20 years. He then went on to work as a custodian at Victory School and at the Parry Sound High School.

Howard Moore ended up with the Canadian Coast Guard. He now makes violins, guitars and mandolins, and plays guitar with Ken Dunk for local seniors on a regular basis.

Ron Ramsay started his own contracting business in Nobel.

Ken Stewart joined the Ontario Provincial Police, and is now a member of the Lions Club.

Keith Waddell of Parry Sound, was a fitter-tester at the Orenda Test Establishment and went on to work at the Public Utilities Commission in Parry Sound.

Jim White went to work as an Ontario Lands Surveyor in Parry Sound and was involved in municipal politics, including sitting on the transition committee that created the Township of Seguin.

The late John Armstrong, with the support of many of the former employees of the Orenda Test Establishment, compiled a "History of the Orenda Test Establishment at Nobel."

The West Parry Sound District Museum has created a display featuring the Avro Arrow and the Iroquois Engine which is now being exhibited at the Elliot Lake Nuclear Mining Museum. ❄️