Peter did not suffer fools or foolishness. He cared deeply about people, especially his family; believed a positive attitude and hard work could accomplish anything; and inspired others to raise their standards and deliver results that often seemed out of reach...until they weren’t. This is a brief recap as told by his son, David, of Peter Lawrence Edward Gallimore’s life, the man and the legacy, who passed peacefully on Mercer Island, WA at nearly 85 years young on April 20, 2012.

Peter was born in 1927 in Sheffield, England, a child of the Depression and of World War II bombings. He showed an early love air planes making models and flying them with his brother, John, and friends. He studied Aeronautical Engineering at The de Havilland Aeronautical Technical School for four years beginning in 1944. According to Wikipedia, “the school was founded in 1928, initially to provide owners of de Havilland Moth aircraft with technical maintenance skills. The Technical School was started at Edgware, London, England by Geoffrey de Havilland, founder of the de Havilland aircraft company, together with Frank Hearle. In 1934, the School moved to Hatfield, Hertfordshire, following the establishment of Hatfield Aerodromethere. The curriculum widened to cover the design, manufacture, and operation of aircraft in general. The instructors were engineers from the de Havilland company.

In 1940, the School was bombed by the Germans in a World War II raid and it was forced to move to Welwyn Garden City nearby. It then transferred to Salisbury Hall in 1941, now the location of the de Havilland Aircraft Heritage Centre. It is now part of the College Lane campus of the University of Hertfordshire."

Peter saw greater career opportunity in Canada, and with about 40 £’s in his pocket, immigrated to Toronto, and began work as an Aeronautical Engineer at Avro Aircraft in 1952. Managers saw his “can do” attitude and strategic mind in action and soon asked him to join the development team for Canada’s new fighter jet, the Avro Canada CF-105 Arrow. Again according to Wikipedia, “it was a delta-winged interceptor aircraft, designed and built by Avro Canada as the culmination of a design study that began in 1953. Considered to be both an advanced technical and aerodynamic achievement for the Canadian aviation industry, the CF-105 (Mark 2) held the promise of near Mach 3 speeds at altitudes likely exceeding 60,000 ft. (18,000 m), and was intended to serve as the Royal Canadian Air Force’s (RCAF) primary interceptor in the 1960s and beyond.
Not long after the 1958 start of its flight test program, the development of the Arrow (including its Orenda Iroquois jet engines) was abruptly and controversially halted before the project review had taken place, sparking a long and bitter political debate.

The controversy engendered by the cancellation and subsequent destruction of the aircraft in production remains a topic for debate among historians, political observers and industry pundits. "This action effectively put Avro out of business and its highly skilled engineering and production personnel scattered."

During this challenging time, Peter met his wife, Bobbi, one of Canada’s first female programmers and a very accomplished lines loft mathematician on the Arrow program. They married in Toronto on July 30, 1954.

Because of Peter’s strategic position on the Arrow program, he became aware that if the program got canceled, Avro would very likely shut its doors. They both agreed to sell their home, pack their bags, and immigrate to the States. In the late 1950’s, Aerospace was the “hot industry” of the time and Peter and Bobbi had their pick of jobs at McDonnell Douglas, Lockheed, and Boeing. The Seattle water, weather and countryside reminded them of England and they bought a home on Mercer Island, a lovely wooded community 20 min drive from Boeing.

Peter joined Boeing Commercial Airplanes in 1959 as a Performance Engineer with Flight Ops Engineering. He soon made a name for himself as a customer-driven engineer and a great developer talent, including such industry leaders as Peter Morton, now retired Vice President of Commercial Aviation Services Customer Training as well as the Boeing Leadership and Learning Center in St. Louis; Borge Boeskov, former founder and CEO of Boeing Business Jets, and literally hundreds of leads, managers, senior managers, and Directors. Peter was also particularly supportive of developing talented women; he mentored them when others would not.

Son, David, and daughter, Pamela, were born in 1962 and 1963 respectively. Peter loved his family and after returning from 2-3 week customer trips, would share hours of stories and 8mm film, as well as hundreds of picture slides, and wonderful gifts from around the world. His family enjoyed Delivery Flights to Europe and Africa on two occasions, which prompted a love of adventure travel in his wife and children.
One of Peter’s favorite stories told at the family dinner table was when he received an early morning call on November 24, 1971 from the Captain of a Northwest Orient Airlines 727 flying from Portland, OR to Seattle, WA. When D.B. Cooper extorted $200,000 in ransom and a parachute, he became the first hijacker of a jet airplane. The Captain needed Peter to calculate (using the then high tech tools of the day - a slide rule and paper performance charts) the flaps, minimum speed, airplane’s attitude, and lowest altitude which would allow the hijacker to parachute from the rear of the plane and still allow the plane to fly safely with its 42 passengers and crew. From Wikipedia, “Despite an extensive manhunt and an ongoing FBI investigation, D.B Cooper has never been located or positively identified. The case remains the only unsolved air piracy in American aviation history.”

Through the 1970’s and 1980’s Peter was promoted to lead Flight Ops Engineering, Flight Training, and then Maintenance Training. Another of Peter’s interesting stories was in solving the deadly occurrence of “wind sheer”. Working with Alan Mullaly, then an engineer rising (and now CEO of the Ford Motor Company), and a cracker jack team, they developed and understanding into the root cause and then developed performance engineering, procedures and training, and eventually early cockpit instruments that would save thousands of lives.

Peter was always engineering something, and with his family, built a “cabin” in the woods, including the masonry of a 300 foot retaining wall, plumbing, electrical, and carpentry of docks, rafts, and furniture. It was a labor of love enjoyed over 45 years of weekends and vacations. For years, the extended family of ten celebrated birthdays, anniversaries, Thanksgiving, and Christmas. It is still the gathering place for the family and everything has Peter’s fingerprints on it.

When son, David, joined Boeing in 1996, he was often asked, “are you related to Peter?” due to rather unusual shared last name. Without a pause, the query would soon turn into a heartfelt story about how Peter had positively impacted the protégé’s career and life. Peter loved developing people and was beloved for it. He was then the Director of Boeing Commercial Airplanes Quality and held Boeing’s FAA Certification card to produce airplanes. Peter, never shy to speak
A Tribute to Peter L.E. Gallimore - Husband, father, friend, and aviation industry leader

his truth and lead by example, helped Boeing through a few challenging quality issues that almost halted the manufacturing line due to supply chain management snafu’s. His son, David, after resisting joining Boeing for years because he wanted to make his own way in the world, joined Flight Ops Engineering and soon co-led the development of MyBoeingFleet.com, an industry leading customer care portal. His Dad was his greatest mentor in business.

For 10 years, from 1992 (at age 65) to retiring in 2002 (at age 75), Peter became known as an industry leader in the eradication of unapproved parts in the commercial aviation supply chain. He led industry working groups comprised of many of the world’s leading airlines, the world’s regulatory agencies, competitor airplane manufacturers, parts manufacturers, and Boeing to reduce the “demand” for unapproved parts. He participated in international “sting operations” organized by Interpol and the FBI to help shut down the “supply” of unapproved parts. What established Peter as an industry leader, was not only what his teams accomplished, but also how he treated them during the slow and difficult work of “herding cats” to work together to improve commercial aviation safety. His son, David, remembers hearing dozens of heartfelt stories about Peter’s persistence, creativity, and humor from the 150 guests who flew in from around the world to celebrate Peter’s retirement from Boeing and these industry groups. When you board a plane, know that your trip is a little bit safer from having 4 million approved parts “flying in close formation”.

Though he was not able to play as much golf around the world as he dreamed of doing, the last 10 years of his life were still very rich and full with numerous trips to Europe, Asia, and the Americas with his wife, Bobbi. He experienced the birth and nurturing of four healthy and lovely grandchildren and as they became teenagers, was known for looking over his glasses and giving invaluable (if often unrequested) advice. “Attitude...one must have a positive attitude...if one seeks a successful and happy life.” Truer words were never spoken and continue to inspire the hundreds of people he touched during his 65 years in the Aerospace Industry. He is survived by his wife, Bobbi, who enjoyed a 62 year marriage with Peter; his daughter, Pamela, and her husband Philip; son, David and his wife, Margaret; and grandchildren Ian, Stephanie, Catherine, and Charlie.
Peter rarely suffered fools or foolishness, and yet there was never a more loyal man to have in a crisis or just to enjoy a story over a pint of beer.

David L. G. Gallimore
Mercer Island, WA
January, 2013