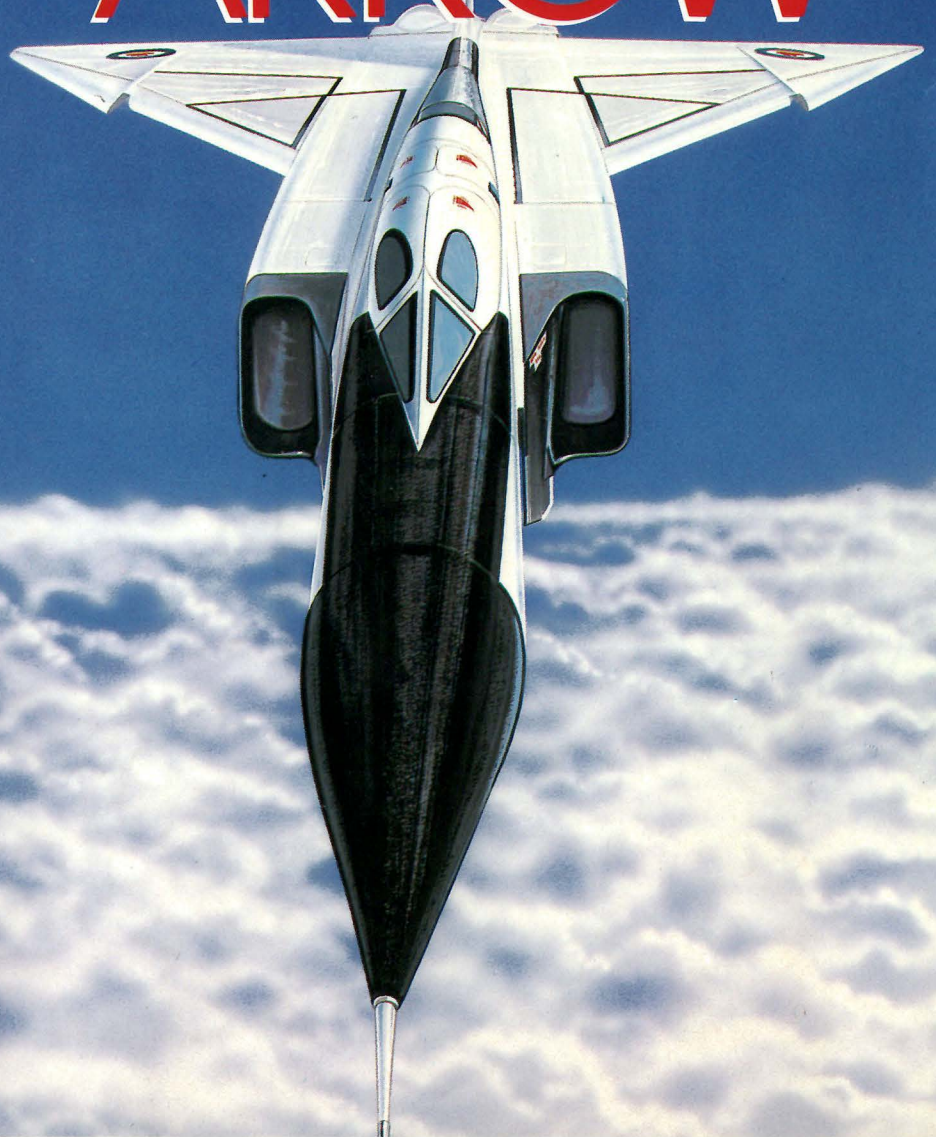


MURRAY PEDEN

FALL OF AN ARROW



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n February 20, 1959, Prime Minister John Diefenbaker announced to the House of Commons the cancellation of the CF-105 Arrow. Its development costs to that time were \$340 million. The Arrow was to be the world's unsurpassed interceptor aircraft. Yet within two months of the Prime Minister's announcement, six completed aircraft were dismantled and all papers and documents associated with the project were destroyed.

Here is the history and development of the Arrow — the plane that would make Canada the leader in supersonic flight technology. The Arrow was designed to fly at twice the speed of sound and carry the most advanced missile weapons system.

Here are the stories of the men and women who were in the vanguard of the new technology — who had come from England, Poland and the United States to make aviation history.

What led to the fall of the Arrow? What were those pressures brought to bear on a young Conservative government that culminated in a senseless act of vandalism and ended any opportunity for Canada to supply its own military — and air forces of the world — with planes of the calibre of the Arrow?

Murray Peden was Chairman of the Manitoba Securities Commission, and makes his home in Winnipeg. He was a bomber pilot in World War Two, and his autobiography, *A Thousand Shall Fall*, has been hailed as one of the finest war memoirs ever written. He is also a novelist and journalist.

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