

## Aircraft Branch

April 7, 1959.

Mr. G.A. Bore,  
Toronto.J.L. Bush,  
Ottawa.Arrow/Iroquois Termination, Direction A15 0-13

The RCAF has advised that there are no plans for further flights by the completed CF-105 aircraft. It is expected that they will be returned to the custody of DDP for mutilation prior to declaration to C.A.D.C. However, there is still a remote possibility that one or two aircraft may be required by D.N.D., and therefore, the two best aircraft should be retained intact for the present.

With respect to plant clearance, you are authorized to:

- (A) Declare all jigs and tooling, completed or in process, which has scrap value only to C.A.D.C. It is understood that you, in consultation with representatives of the Machine Tool Branch, will salvage any items of material or equipment which have a foreseeable use in a future aircraft programme.
- (B) Declare all work in process to C.A.D.C. Recognizable components and aircraft are to be mutilated to the extent that they cannot be assembled in the form of an aircraft.

NOTE: It is unnecessary to prepare inventories for (A) and (B) which are to be declared surplus by estimated weight and value. Priced inventories are required for salvaged items.

- (C) Instruct prime and sub-contractors to prepare inventories of all raw materials, equipment and bought out parts. Further instructions with respect to disposal will be issued after it is determined if the RCAF or other contracts have any requirement for these items.
- (D) All J-75 engines, with the exception of those in the two aircraft mentioned above, and spare parts, are to be inhibited and stored in containers pending disposal instructions.
- (E) All G.S.M. is to be packed in accordance with RCAF instructions and returned to the RCAF.
- (F) Moveable work stands are to be retained pending further instructions.
- (G) Three Iroquois engines, as selected by the RCAF, are to be retained pending possible requirements. The balance of the engines and parts are to be mutilated to the extent that they cannot be assembled in the form of an engine and declared to C.A.D.C.
- (H) Retain one complete set of reproducible drawings, process sheets, technical reports, specifications test reports, tool order cards, work order cards, manuals, master glass cloth production lofts, tool drawing masters, master record of tool inspection, master I.B.M. run of components, master gauges.
- (I) One complete cockpit in the configuration established by the RCAF is to be made available to the Institute of Aviation Medicine.

MEMORANDUM

CAS

subj

George P  
recommen  
NATIONAL DI

disposition of Arrow matériel, including the nosepiece of Arrow 206, which now resides in the Aviation Museum in Ottawa. [NATIONAL ARCHIVES]