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## THE AVRO ARROW

The legendary Arrow, designed and built at Malton Ontario, to a Royal Canadian Air Force specification for a supersonic interceptor to seek and destroy any enemy threat to the northern reaches of North America, had its first flight on March 25<sup>th</sup>. 1958.

At the time, it was internationally acknowledged to be the most powerful and sophisticated fighter aircraft in the world. The performance of the Arrow with full weaponry at high altitude, is only now being approached by recent designs in other countries, at enormous cost.

The first and early test flights were carried out by the famous Avro Canada test pilot Jan Zurakowski. It flew supersonically on the third test flight and by the seventh flight had flown at speeds up to 1,000 mph while climbing and still accelerating at 50,000 ft.

Other pilots to fly the Arrow were Avro test pilots Spud Potocki and Peter Cope, Spud carrying out most flights, at speeds up to close to twice the speed of sound. The RCAF evaluation pilot Jack Woodman had flown the aircraft through 95% of his assessment flying prior to cancellation of the project on February 20<sup>th</sup>. 1959, and reported that "the Arrow was performing as predicted and was meeting all guarantees".

The five aircraft flown in the test program were all Mk. 1 aircraft with the interim P&W J 75 engines. Number six aircraft (Mk. 2) was fitted with the production Orenda Iroquois engines, which had 30% more thrust and the Mk. 2, due to fly within days of the cancellation would have had even more startling performance.

Approximately 70 hours of test flying was carried out in the course of the 66 flights of the five Arrows and climb speeds of up to 40,000 ft.per.min. were recorded by Spud Potocki.

The Arrow was a two-seat twin-engined delta aircraft with an armament bay as large as the bomb bay on a B 29 bomber. Wing span was 50 ft., length approximately 80 ft. And the gross weight, equipped for combat, was approximately 60,000 lb.

The government of the day ordered everything to do with the Arrow destroyed after cancelling the project on the grounds that "no more manned aircraft will be required and missiles will be the future defence weapons", but the front section of the fuselage of the sixth aircraft, containing the cockpit, is on display at the National Aviation Museum in Ottawa.