



A. V. ROE TRIVIA ANSWERS.

THE AEROSPACE HERITAGE FOUNDATION of CANADA.

- 1).....Jan Zurakowski, Spud Potocki, Jack Woodman and Peter Cope..
- 2)....Red Darrah, Acft. # 203 to fine tune the "Fly-by-Wire".
- 3)....March 25, 1958 @ 0951 hrs.
- 4)....The roundels distorted...Intake Buzz.
- 5)....Pratt and Whitney J75.
- 6)....RL 201 and RL 202.
- 7)....In 1953 with configuration for J75 engine finalized in 1955.
- 8)....Jim Chamberlin.
- 9)....Jim Floyd and his design team.
- 10)....\$3,500,000.00 CDN based on a production run of 100 aircraft.
- 11).....Five aircraft.
- 12)....The Orenda Iroquois.
- 13)....The Rolls Royce RB106.
- 14)....500lbs. per minute.
- 15)....October 4, 1957.
- 16)....Yes.
- 17)....Norm Ronaason.
- 18)....RL 204.
- 19)....At CFB Trenton on February 2, 1959.
- 20)....A TCA Viscount retracted its gear at the runway/taxiway intersection at Malton blocking the only runway long enough to handle the Avro Arrow.
- 21)....John Diefenbaker.
- 22)....RL 202.
- 23)....RL 202.
- 24)....On a Boeing B47 Bomber.
- 25)....The aircraft was cut up into small pieces and put into a giant smelter because the extreme power and thrust of the Orenda Iroquois engine had distorted the airframe of the B47 and made it unsafe to fly.
- 26)....19,500lbs.
- 27)....26,000lbs.
- 28)....Mach 1.96, ...later analysis of flight data equipment indicated Mach 1.98.
- 29)....RL 202.
- 30)....No, never.
- 31)....50,000 ft., as this was the altitude cleared by the Flight Test Program.
- 32)....Victory Aircraft under the Canadian Government.
- 33)....The Avro Lancaster conversions for Maritime Command.
- 34)....The first flight of the Avro Canada C-102 Jetliner.
- 35)....Trans - Canada Air Lines.
- 36)....1/8 scale Avro Arrow aircraft test models...9.
- 37)....Avro Arrows RL 206, 207, 208, 209 and 210.
- 38)....The Cancellation of the Arrow project, February 20, 1959 @ 1120 hrs.

- 39)....30,000 people.
40)....85' 6".
41).....21' 3".
42)....50 feet.
43)....37 aircraft.
44)....66 test flights.
45)....RL 205.
46)....Runway # 32.
47)....Runway # 10.
48)....In 1962 to the DeHavilland Aircraft Co.
49)....The nose section, nose gear and main gear from RL 206 and the left
and right wing tips from RL 205, at Rockcliffe in Ottawa, Ontario.
50)....RL 206.
51).....35 minutes.
52)....At the National Aviation Museum in Ottawa.
53)....The Aerospace Heritage Foundation of Canada.
54)....The Aerospace Heritage Foundation of Canada.
55)....Rolls Royce, the Derwent 'V'.
56)....On March 21, 1998.
57)....On August 14, 1999 at the Toronto Aerospace Museum.
58)....In Downsview, Ontario, Canada on the former site of C.F.B. Toronto.
59)....The "Avrocar" was a flying saucer that hovered and had forward propulsion.
One is reported to be in a neglected state in a warehouse somewhere in
the State of Washington and the other is in the Smithsonian Institute.

By: Michael J. Deschamps.

Director - A.H.F.C.

Chairman of

"FIRST FLIGHT"

Revised:

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with information provided by:

James C. Floyd.

