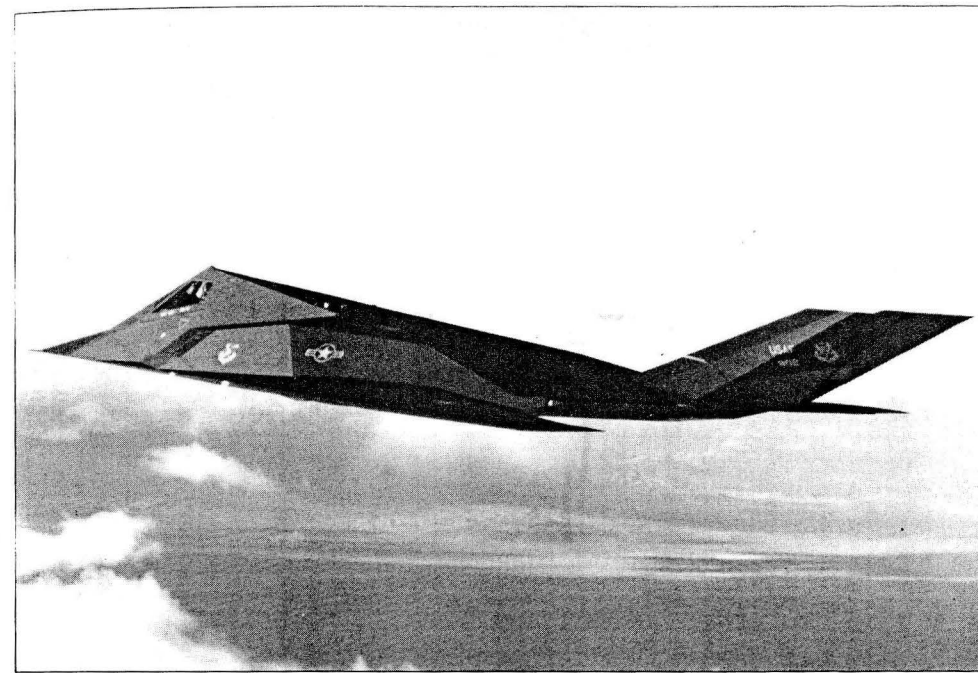
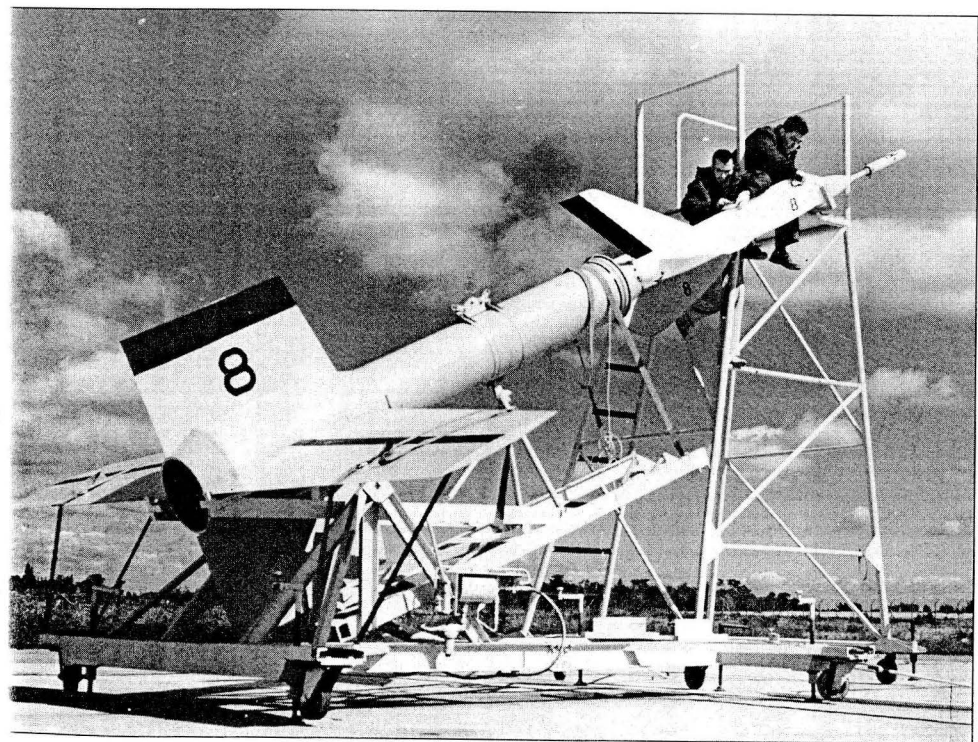




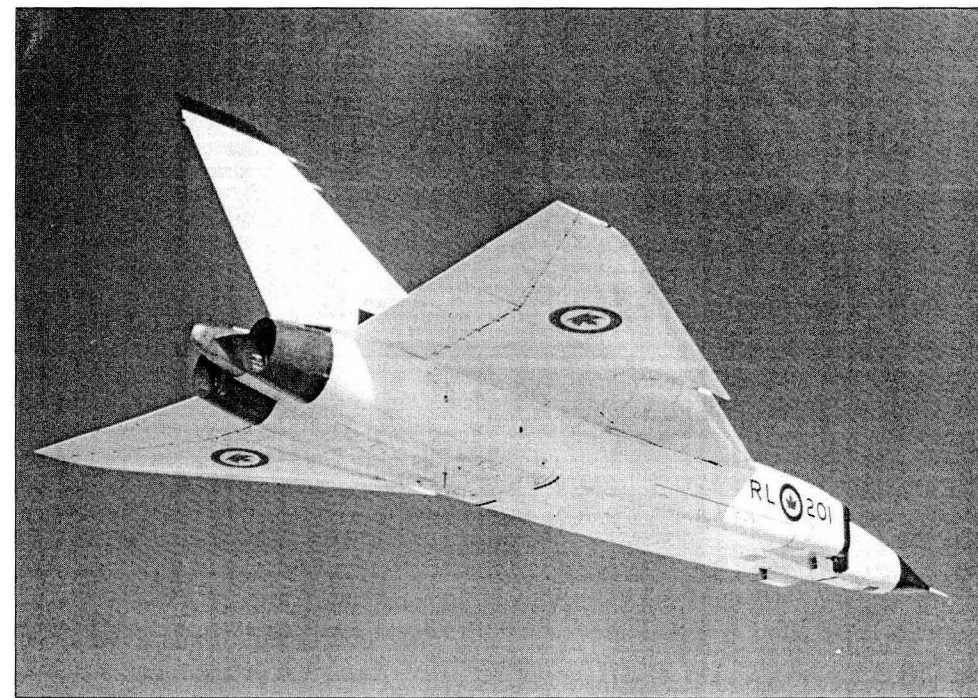
The Arrow with speed brakes extended. (DEPARTMENT OF NATIONAL DEFENCE)



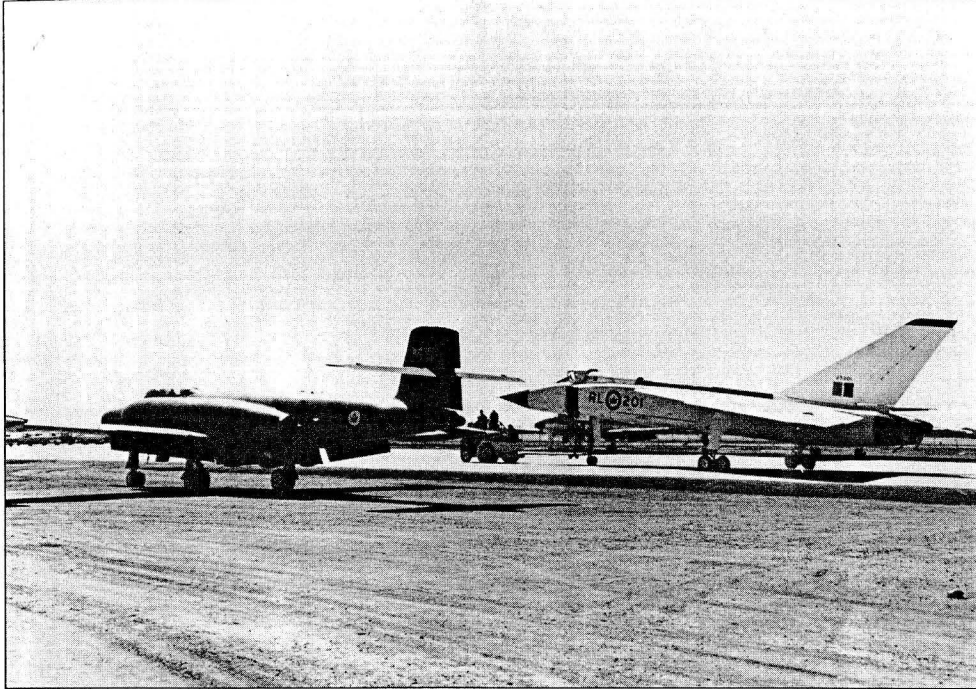
The USAF F-117A Stealth fighter. Fly-by-wire controls and internal weapons carriage — currently the wave of the future. (U.S. AIR FORCE)



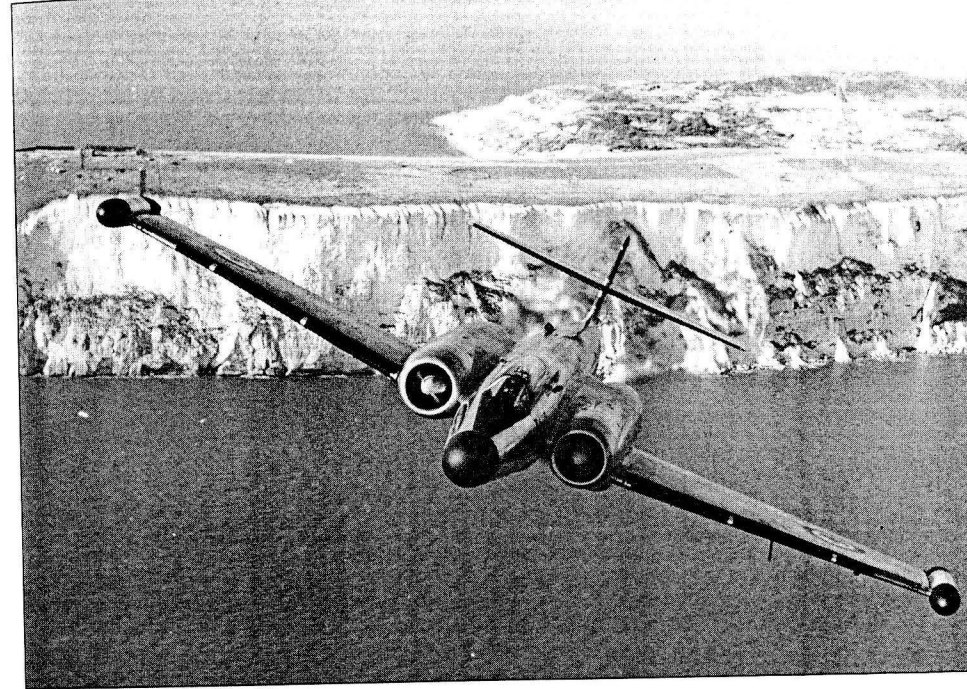
Free-flight rocket models of the Arrow were instrumented and then launched to obtain flight data for the Arrow design. (JIM FLOYD)



The Arrow. It, too, had fly-by-wire controls and internal weapons carriage. In 1957 it was the wave of the future. (JIM FLOYD)



The old and the new: the Avro CF-100 and Avro CF-105 at the ready. (DEPARTMENT OF NATIONAL DEFENCE)



The Avro CF-100 over the white cliffs of Dover. (JIM FLOYD)

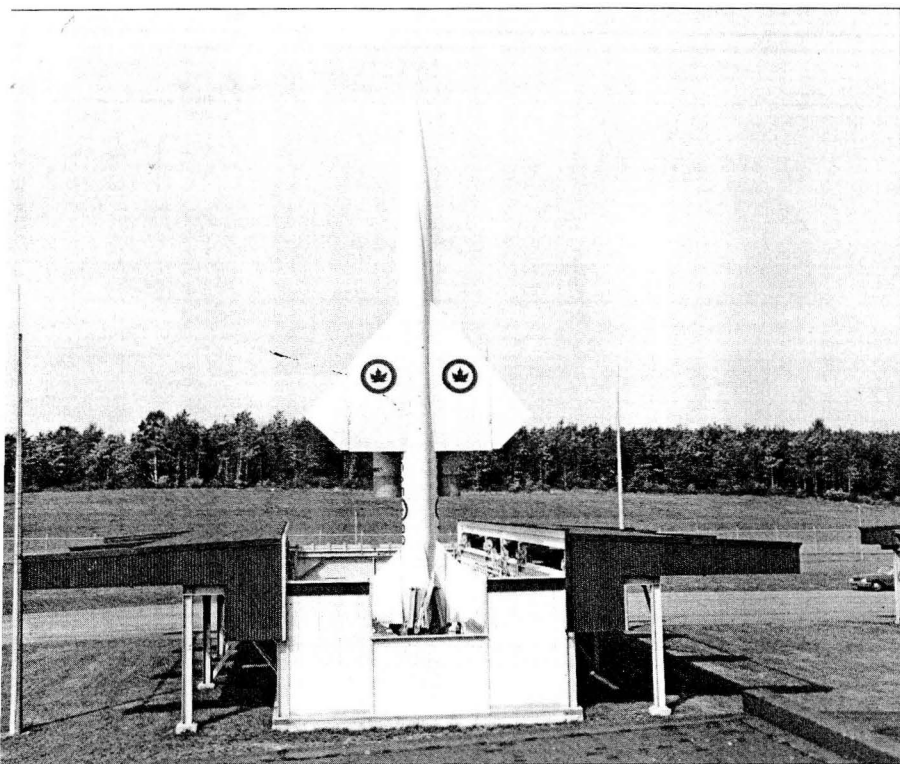


The Avro Jetliner, the first commercial jet to fly in North America. Terminated and then destroyed in 1956. (JIM FLOYD)

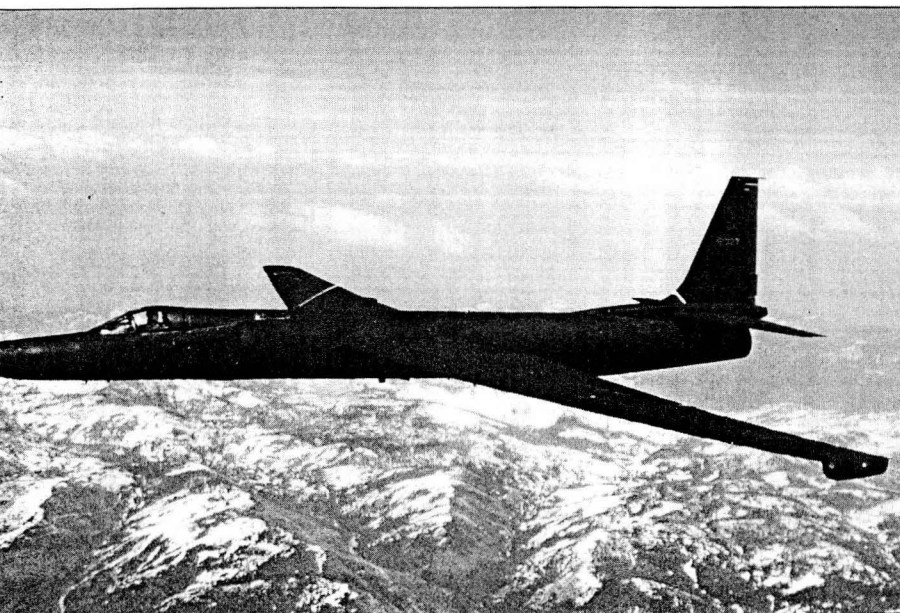
Colin Campbell Linc AT 94



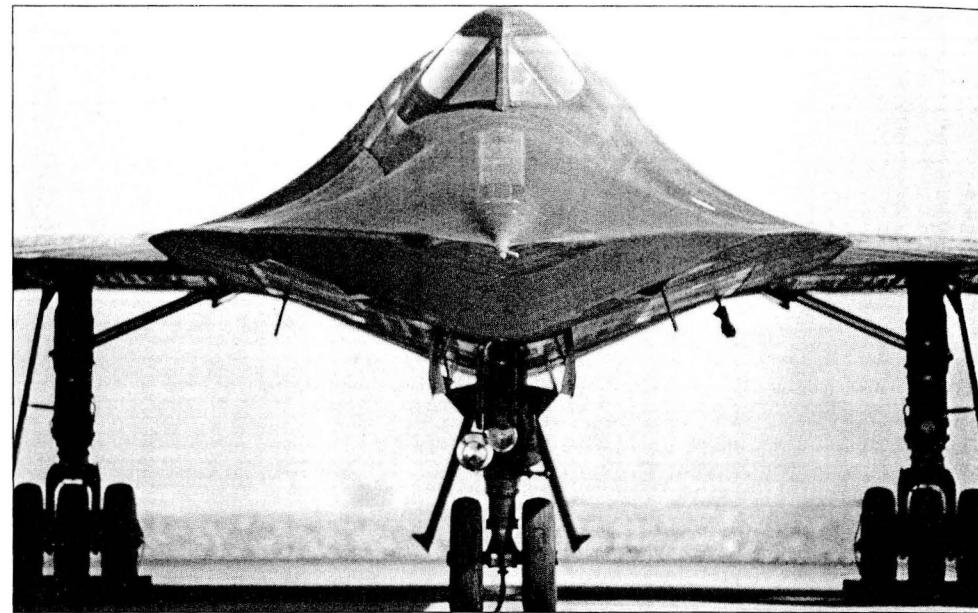
The Velvet Glove, the considered weapon package for the CF-100 and the Arrow. A promising effort terminated after \$24 million spent in research and development. The alternative — American missiles. (DEPARTMENT OF NATIONAL DEFENCE)



Comarc missile, untried, unproven, and on guard for the Strategic Air Command — in Canada. (DEPARTMENT OF NATIONAL DEFENCE)



CIA U-2 spy plane. Its only defence — altitude. In 1959 its only enemy — the Arrow! (U.S. AIR FORCE)



The Arrow wasn't yet in the grave when the SR-71 Blackbird, a titanium super spy plane, hit the drawing boards at the famous "skunkworks" of Lockheed in September 1959. (U.S. AIR FORCE)



The Arrow. Note the cockpit configuration in comparison to that of the SR-71. (DEPARTMENT OF NATIONAL DEFENCE)