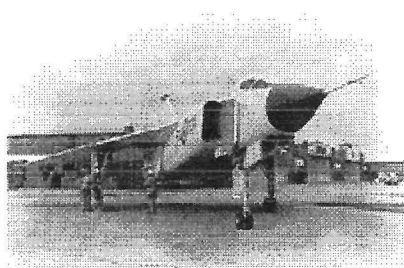


## Avro Canada CF-105 Arrow

**First Flight:** March 25, 1958

(JPG - 25 k)

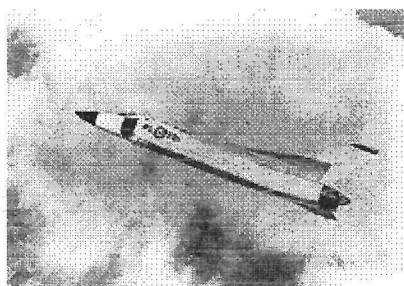
© National Aviation Museum (Canada)



Intended to replace the Avro CF-100, the Avro CF-105 Arrow was a technical masterpiece at the forefront of aviation engineering during its time. The Canadian government believed, however, that the manned bomber threat was diminishing and that air defence could be better handled by unmanned BOMARC missiles. The contract was cancelled while test flying was still in progress. By then five Arrows had flown. The government ordered all completed Arrows, related documentation, and equipment destroyed.

(JPG - 26 k)

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Sleek, elegant, and the stuff of mythology, the Avro Arrow is still alive in print and in memory. The Arrow met most of its performance requirements while flying with less powerful engines. One of the Canadian-made Iroquois engine designed for the Arrow was flight-tested attached to the rear fuselage of a Boeing B-47, but never powered the Arrow. At 34 tons, the Arrow was equivalent in weight to its ancient Avro relative, the Lancaster bomber.

## **Museum Example**

**Registration #:** 25206 (RCAF)

**Manufacturer:** A.V. Roe Canada Ltd., Canada

**Manufacture Date:** 1957

**Construction #:** 206

**Aquisition Date:** Unknown

**Provenance:** Transfer from DCIEM

The nose section of one Arrow retained for experimental work at the Institute of Aviation Medicine, was donated to the Museum in 1965. The museum also holds the undercarriage, wingtips, and other small components.

## **Specifications - Avro Canada CF-105 Arrow Silhouettes**

**Wing Span:** 50 ft (15.2 m)

**Length:** 85 ft 6 in (26.1 m)

**Height:** 21 ft 3 in (6.5 m)

**Weight, Empty:** 43,960 lb (19,935 kg)

**Weight, Gross:** 62,431 lb (28,319 kg)

**Cruising Speed:** 701 mph (1,128 km/h)

**Max Speed:** 1,524 mph (2,453 km/h)

**Rate of Climb:** 50,000 ft (15,240 m)/4 min 24 sec

**Service Ceiling:** 58,500 ft (17,830 m)

**Range:** 264 mi (425 km)

**Crew:** two

**Power Plant:** two Orenda Iroquois axial flow turbojet engines, 26,000 lb (11,791 kg) static thrust, with afterburner

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