

571 Kingsway Ave.  
London, ON N6H 3A2

August 29, 1994

University of Saskatchewan  
Attention: Mr. Greg Burke

Dear Sir:

With reference to my visit to the Right Honourable John G. Diefenbaker Centre in July and our discussion re: the Avro Arrow, at which time I left some literature with you.

As promised at that time, I am enclosing some more literature for your information:

Re. Avro C102 & D.H. Comet

This is more detailed re. Comet problems at the beginning re. rotating on take off. Look at the C102 at how low it was compared to the Comet. Then think today the way the DC9 and others take off. No matter how you tell people or train them the unexpected can happen. See CP Air Comet at Karachi, India. Maybe the C102 had a built in problem or problems? See hours flown left with you!

Re. Avro Arrow

See the hours flown as left you in July! Desmond Morton's article which I neglected to date I believe in the Toronto Star, with reference to Morton's statement re. lower the rocket pack please note the position of the external tank as shown Engineering Dimensions 1989. Depending on the size of the rocket pack the external fuel tank would have to be jettisoned before lowering the rocket pack. If, however, the rocket pack was shorter if you lowered the rocket pack and fired you could set the fuel tank on fire!!

Armament

If you look at the Delta Dart F102 you will see that it had a rocket pack in 1955 yet all accounts you read about the arrow say the armament was not ready till 4 years after cancellation in 1959. The F102 served US Air Force till 1972?

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The later F106 using area rule later even had a Gatling cannon--could the Arrow have been so equipped.

Range & Speed

Look at the F102 & F106 & compare with the Arrow?

Auxiliary Fuel Tank

Look at the large picture of the F106 taking off. The angle of rotation--would the tank last!

And please note "The Chinese Arrow". Please note the similarity! This I leave to your imagination!

Back in 1959, I can't recall the month, there was an aviation magazine--not Canadian Aviation but a small one that arrived on my desk at DeHavilland that over the years I wish I had taken home.

What makes this magazine so interesting is that it quotes a speech by J.C. Floyd to I believe an American aviation group about the Arrow. If I remember correctly a whole page was set up for the 25 aircraft detailing what each aircraft's function was to be before the final design was put into production.

I have never seen this speech referenced anywhere! For example, if I remember correctly armament trials, etc., were not until about the 7th or 8th aircraft!


If in your travels you should locate the above magazine, I wouldn't mind a copy.

I enclose a photo of the plant built by National Steel Car Corp. Hamilton, became Victory Aircraft Ltd., A.V. Roe Canada, Avro Aircraft, DeHavilland Aircraft, Douglas Aircraft, McDonnell Douglas and so what's next.

Trusting this be of interest to you.

I remain,

Yours Very Truly

  
CHAS. J. WACEY



*September 15, 1994*

*Charles J. Wacey  
571 Kingsway Avenue  
London, Ontario  
N6H 3A2*

*Dear Mr. Wacey:*

*Thank you for sending me your information on the C102, Comet and the Avro. I showed these documents to our guest curator Russ Isinger. He has just completed his masters thesis on the Arrow, and curated the Avro Arrow exhibit for the Centre. He found the information very interesting and I hope he will find time to write you personally.*

*We do appreciate you taking the time to send this package to us.*

*Yours truly,*

A handwritten signature in cursive script that reads "Greg Burke".

**Greg Burke,  
Technician**

*Charles J. Wacey*

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