

MEMORANDUM TO: Honourable Raymond O'Hurley

FROM: G.W. Hunter
Assistant Deputy Minister

Re: Arrow Terminations - Status Report

Generally, progress in terminating the Arrow Programme is satisfactory. Problems of a serious nature have been overcome and those of a minor nature are disappearing rapidly. The following report indicates the status of the termination in specific areas:

1. Plant Clearances

At Avro 90% of the work-in-process has been cleared by Crown Assets Disposal Corporation. Work-in-process at Orenda Engines

Limited cannot be declared surplus because the company has been instructed to retain the engines, components and tooling.

Completed engines and some of the tooling are stored in the test cells at Malton. The balance of the tooling is located at various contractors' plants pending a decision on disposal of the engines. One engine will be loaned to Bristol Siddeley in the United Kingdom, for further research and testing. The

studies by Bristol Siddeley may result in the ultimate use of the engine as a power plant for supersonic jet transport. A

decision by Bristol Siddeley to adopt the Iroquois Engine may result in a production programme in Canada. Convair (U.S.A.)

has also expressed an interest in the engine. The tooling, complete engines and components will be retained until these two enquiries are concluded.

Olympus was adapted to include Iroquois technology. This engine equipped Concorde.

Engines intact after Arrow destruction, this should mean engines up to number 20 were built, or nearly built.

How could the gov't refuse since Orenda and Bristol-Siddeley were both in the Hawker Siddeley Group, which had invested in the Iroquois?

Convair, Avro's number one competitor in interceptors, express an interest in the Iroquois. They'd been looking at the J-58 and J-93 previously.