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### Angered by Arrow article

Tuesday, February 20, 1990

I am not so much shocked and appalled as I am angry to the point of sputtering incoherence with A. Trevor Hodge's article Canada's **Avro** Arrow, The Legend That Wasn't (Feb. 9). He described those involved in the **Avro** Arrow effort as "a bunch of ineptly directed technical incompetents who were wholly out of their depth trying to design an aircraft quite beyond the capacity of their company and their country."

Then he had the temerity to call the architect of the cancellation of the **Avro** Arrow, former prime minister John Diefenbaker, the real hero of the legend. That was the final straw.

Has it crossed Prof. Hodge's mind that the reason the **Avro** Arrow looks modern even 30 years after its cancellation is because every design feature, from inlet scavengers to teflon-coated trailing edges, has been copied by aircraft designers around the world? That the movement of the designers to California and elsewhere brought their new employers a multi- year advance in design and construction techniques? Or that the Orenda engine design was so advanced that patents poured from its design?

The designers and construction people at Malton building the **Avro** Arrow were pioneers in airframe design, electronics, coatings, and more. Often they were exploring materials that were so new that no data on them was available so they found out by experimentation - experimentation that benefitted many, including their next employers.

Prof. Hodge may speak for some Canadians when he says Canadians

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"would long ago found it intolerable" had Canada the peacemaker produced a fighter aircraft of such effectiveness, yet he does not speak for this Canadian.

This Canadian, who is also a pilot and knows a little more about aircraft than Prof. Hodge's description of an **Avro** Arrow booster as someone who, "when faced with a jet aircraft, looks to see where the propellers are," thinks the debacle of the **Avro** Arrow set the pace for innovation in Canada that is throttling development 20 years later.

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