

The legendary Arrow, designed and built at Malton, Ontario to an RCAF specification for a supersonic interceptor to seek and destroy any enemy threat to the northern reaches of North America, had its first flight on March 25th, 1958.

At that time, it was internationally acknowledged to be the most powerful and sophisticated fighter aircraft in the world. The performance of the Arrow, with full weaponry at high altitude, is only now being approached by recent designs in other countries, at enormous cost.

The first and earliest test flights were carried out by the famous Avro Canada test pilot Jan Zurakowski. It flew supersonically on the third test flight and by the seventh flight had flown at speeds up to 1,000 mph while climbing and still accelerating at 50,000 ft.

Other pilots to fly the Arrow were Avro test pilots Spud Potocki and Peter Cope, Spud carrying out most flights, at speeds approximating twice the speed of sound. The RCAF evaluation pilot Jack Woodman had flown the aircraft through 95% of his assessment flying prior to cancellation of the project on February 20th, 1959, and reported that "the Arrow was performing as



predicted and was meeting all guarantees".

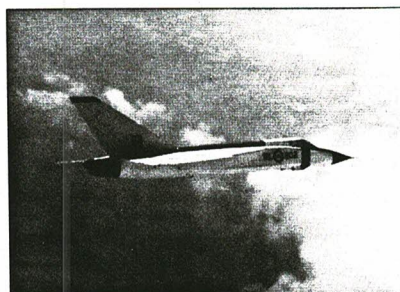
The five aircraft flown in the test program were all Mk. 1 aircraft with the interim P&W J 75 engines. Number six aircraft (Mk. 2) was fitted with the production Orenda Iroquois engines, which had 30% more thrust and the Mk. 2, due to fly within

days of the cancellation, would have had an even more startling performance. Approximately 70 hours of test flying was carried out in the course of the 66 flights of the five Arrows and climb speeds of up to 40,000 ft.per.min. were recorded by Spud Potocki.

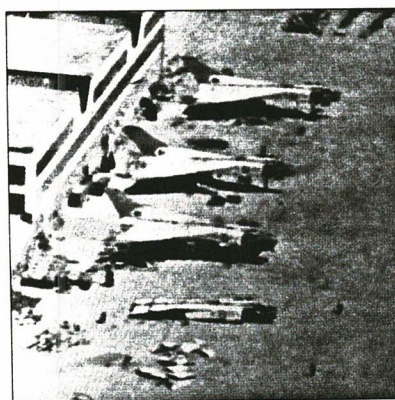
The Arrow was a two-seat twin-engined delta aircraft with an armament bay as large as the bomb bay on a B 29 bomber. Wing span was 50 ft., length approx. 80 ft. and the gross weight, equipped for combat, was approximately 60,000 lb.

The government of the day ordered everything to do with the Arrow destroyed after cancelling the project on the grounds that 'no more manned aircraft will be required and missiles will be the future defence weapons', but the

front section of the fuselage of the sixth aircraft, containing the cockpit, is on display at the National Aviation Museum in Ottawa.



ARROW 202 IN FLIGHT



DESTRUCTION OF ARROWS

B. Johnson/Eddy Mels Photographic

*Jim Floyd*

J.C. (Jim) Floyd's career in aeronautics commenced in 1930 with A.V. Roe in England and he was senior member of Roy Chadwick's team which designed and developed the famous Avro Lancaster WWII bomber. He joined Avro Canada in early 1946 and was in charge of the design and development of the Avro C102 Jetliner, the Avro CF-100 jet fighter and the CF-105 supersonic Avro Arrow.

He later led a team of Hawker-Siddeley engineers on the early feasibility studies for the British supersonic transport, which later evolved into the Concorde. He was a consultant to the British government on the Concorde project from 1965 to 1973.

His international recognitions include the first Wright Bros. Medal ever awarded outside of the United States, the Canadian J.A.D. McCurdy Award and the Royal Aeronautical Society George Taylor Gold Medal. He is currently a director of the International Hypersonic Research Institute and Patron of the Aerospace Heritage Foundation of Canada.

*Jim Floyd and Jan Zurakowski stories sponsored by Hawker-Siddeley*