

ARROW

Chief development test pilot Jan Zurakowski got a football hero's ovation from over-joyed Avro Aircraft workers today as he taxied the 32-ton, delta-wing Avro Arrow in from its first successful flight.

Avro officials found it impossible to keep employees at their jobs when word swept through the plant that Zurakowski was to make an attempt at flying the Arrow for the first time.

The successful flight, which lasted 35 minutes, was the culmination of four and half years of planning and work by Avro engineers, technicians and employees.

The plane shot into the air at 9.55 a.m. as smoothly and as gracefully as the arrow for which it is named.

Little more than half an hour later, the 34-year-old pilot touched the huge machine down as gently and as gracefully as he had taken off.

A tremendous cheer went up from Avro workers as he trundled the Arrow back to its hangar and swarms of officials rushed up to congratulate him.

Zurakowski, as calm, modest and unassuming as always, said afterwards that he wasn't the least bit nervous about the first flight.

"It handled very nicely," he said. "There were no special troubles at all. The first flight was for checking instrumentation only. I didn't go above 10,000 feet."

John L. Plant, general manager of Avro Aircraft, laughed and said Zurakowski was "the only one who wasn't nervous."

Zurakowski said he climbed away at about 3,000 feet per minute.

The Arrow made a beautiful sight as it soared smoothly into the air accompanied by two chase planes. A former wartime buddy of Zurakowski's, Spud Potocki, was flying a CF-100 and Flt. Lt. Jack Woodman, an RCAF acceptance pilot, flew a Sabre jet.

(Flt. Lt. Woodman had a narrow escape yesterday when he crash landed a

a CF-100 at Malton in a shower of sparks and flames. (The 32-ton aircraft skidded for half a mile when he landed it with one wheel down and the other locked in a half-down position after a hydraulic failure.

(Potocki, who was testing another CF-100 at the time, advised him by radio that hydraulic fluid "was pouring from the aircraft.")

This is the first time in the career of the pilot, acknowledged as one of the best test pilots in the world, that he has actually flown a new type of plane on its first run.

During the 18 months that he prepared for this flight Zurakowski visited aircraft plants in the United States and flew delta-wing models there to familiarize himself with their handling characteristics.

TENSION "TERRIFIC"

Tension at the airport this morning had built up to a terrific pitch just prior to the flight. While all engineering statistics and wind-tunnel tests had proved that the

Arrow should fly, there was—as always—that last element of the unknown which had officials nervously pacing the edge of the tarmac.

Since 6 a.m., engineers and technicians had hurried around the huge delta-wing aircraft. Finally, at 9.15, it taxied out to the end of the runway.

The drama and tension of the historic aviation moment was heightened when two Avro aircraft fire trucks took up their stations at a midway point just off the two-mile runway.

Then the two chase planes, the CF-100 and the Sabre jet, taxied out quickly and took off.

For a few moments the chase planes circled at the end of the runway where Zurakowski was poised in the Arrow. Gradually, they tightened the bank, drawing closer to the machine they would follow on its crucial run.

FIRST SIGN

To observers at some distance the first indication that the Arrow was rolling was when the two chase planes

suddenly straightened out and flew low along the runway.

Then, over a slight rise in the runway the needle nose of the Arrow suddenly appeared. It pointed skyward and as the machine gathered speed it lifted smoothly off the runway and climbed at a 45-degree angle away from the airport.

The first flight called for a 35-minute run, during which Zurakowski took the aircraft to 10,000 feet and tested all the controls.

At no time did the machine exceed 400 miles an hour.

The Arrow which flew to day is not actually the Arrow that will go into production

for the RCAF. The present machine is equipped with Pratt and Whitney J-75 turbo-jet engines for test purposes only.

(In Ottawa, the Canadian Press reported that defense department officials said the

Arrow will need three more years' development work before it is ready for operational service with the RCAF.

(Whether the Arrow will be put into production, the department said, depends largely on whether Russia will still be producing bomb-

ers three or four years from now.)

Production Arrows will be built with the Iroquois turbo-jet engine manufactured by Orenda Engines Ltd.

With the Iroquois engine it is expected the Arrow should be able to achieve speeds in the vicinity of twice the speed

of sound, about 1,200 miles an hour.

The first Arrow rolled off the assembly line last October, four years from the time Avro was given the go-ahead to design and manufacture a successor for the CF-100.

The Arrow is designed as

a complete air weapon. That is, it can perform both as an interceptor and a bomber.

There is only one other aircraft in its class in the Western world. That is the B-58 Hustler built by the Convair Co. in San Diego, Calif.

While the Hustler is designed primarily as a supersonic bomber, it can double as an interceptor.

The Arrow, on the other hand, while designed primarily as an interceptor, is capable of carrying nuclear weapons. e

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