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Post-Arrow Brain Drain

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Comment:

Interesting that you say Jim Floyd returned to Britain and worked on Concorde. Concorde was part developed by BAC, whose previous project had been the TSR 2 supersonic strike aircraft, and I wonder if Floyd worked on this too. The TSR 2 program began just as the Arrow was ending and the stories of these two aircraft are frighteningly similar. A world beating aircraft, years ahead of its time, abruptly and callously cancelled, then mysteriously ordered to be destroyed without trace all because it "cost too much". How the soviets must have laughed as two major air-superiority threats seemingly committed suicide just as they were starting to become tangible military assets. A lot of BAC's engineers went abroad too, mainly to the US to work on the TSR's direct rival, the F111. I don't believe it was pure coincidence that our loss was America's gain. They certainly pressurised the UK government to buy F111s (at IMF loan time, no less) and it would be no surprise if the Arrow succumbed to a similar intrigue. In the end, of course, our aviation industries were decimated and everyone bought Phantoms. Perhaps the whole affair was the work of KGB sleeper agents, activated to eliminate Western air capability, but its more likely to be good ole Uncle Sam, bullying weaker allies into becoming customers for his own industrial output.

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