

to these aircraft and missile-oriented project studies, Rolf Marshall, my technical assistant, was looking at some non-aircraft projects such as monorails and hydroplanes, to give some diversification to our activities. We had a galaxy of future project studies in work.

The following list of completed studies, from a report which I wrote to our management committee in 1958, indicates the extent of our look into the future, and a number of them could have been available to provide continuity to our workload when the Arrow development was under way.

SOME PROJECTS COMPLETED BY ENGINEERING

(The italicized projects were complete and extensive submissions.)

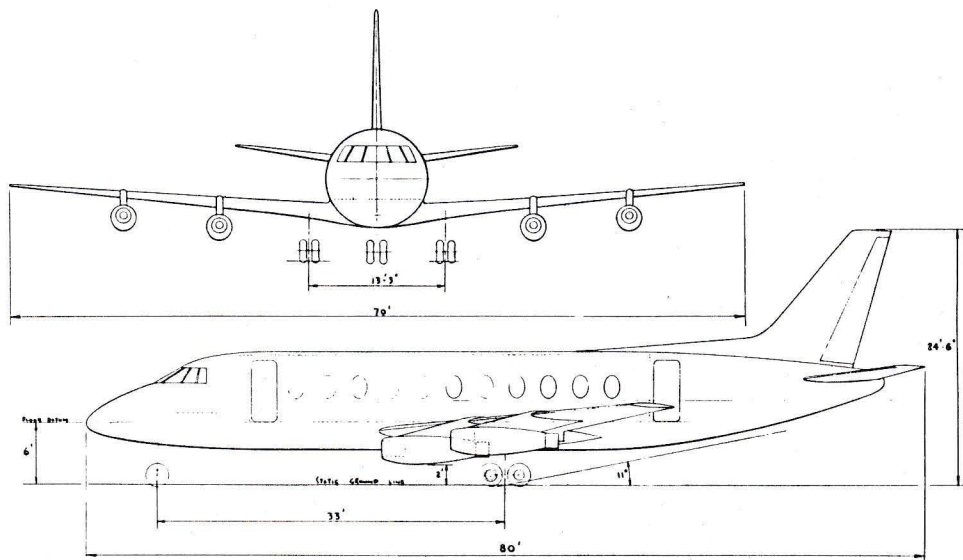
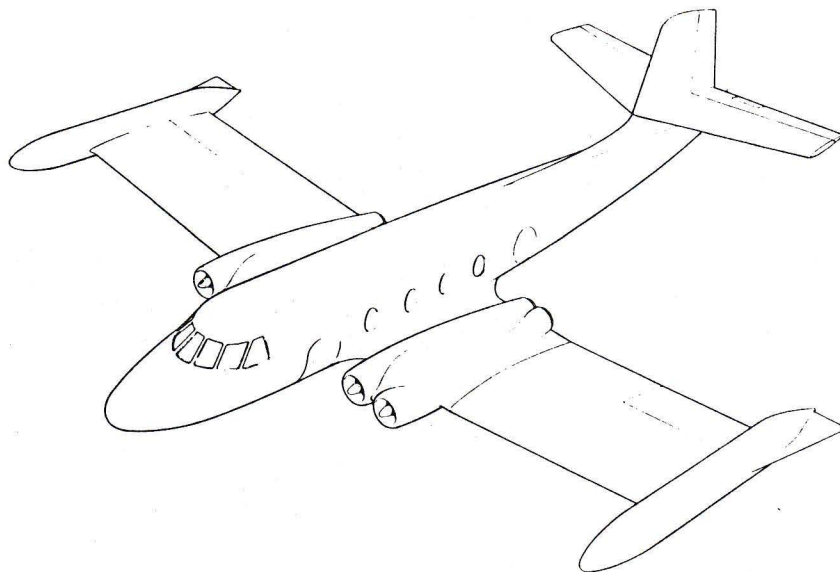
Feb. 1954	Family of simple supersonic all-weather interceptors
Apr. 1954	Smaller version, CF105
Nov. 1954	<i>Subsonic Target Drone</i>
Apr. 1955	<i>Small High-Speed (Subsonic) Jet Transport</i>
Mar. 1956	<i>Long Range Jet Transport for TWA</i>
Nov. 1956	<i>Subsonic Jet Trainer</i>
Apr. 1957	<i>Propjet DC-6B</i>
Jan. 1958	<i>Air Cargo Study</i>
Apr. 1958	<i>Monorail</i>
Jan. 1959	Supersonic Trans-Atlantic Transport Studies
Jun 1955	Ship-Borne Missile for Canadian Navy
Mar 1956	VTOL Fighter Project for U.S. Navy
1957	Report on How Avro Could Get into Missile Business
1957	Infantry Anti-Tank Missile
1957	P-13 Anti-Missile Missile
1957	Bolacopter Project
1958	Gyro Plane Family
1958	SCIMP (Supersonic cheap interceptor missile)
1958	Ballistic Drag Re-entry vehicle
1958	War Games (over-all defence studies)
1958	Anti-Boost-Glide Defence System
1958	Avro Orbiter (The Arrow-launched solid-satellite)
1958	Space Threshold Vehicle

Illustrations of a small sample of the more than 20 projects in the works in the latter years at Avro are shown on pages 170 and 171. It should be emphasized that these advanced studies were in addition to the development schemes for future marks of the Arrow, including a Mach 3 Arrow and a zero-length launched Arrow.

Unfortunately, the Arrow program was cancelled so early in its development (the Iroquois-engined Arrow had not even flown) that none of the new projects were sufficiently advanced to be phased in to the workstream, and the early cancellation of the Arrow spelled the end of that great company, but that is another story.

High speed business
aircraft. (Special Projects
Group at Avro) 1955.

— AVRO CANADA

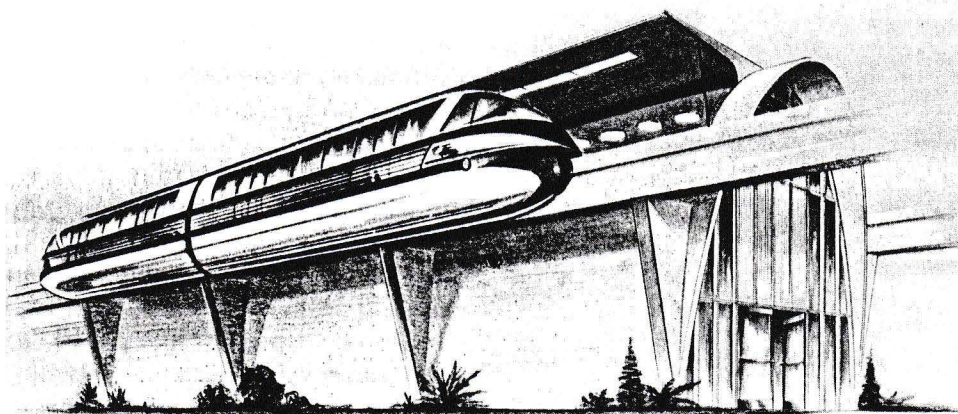


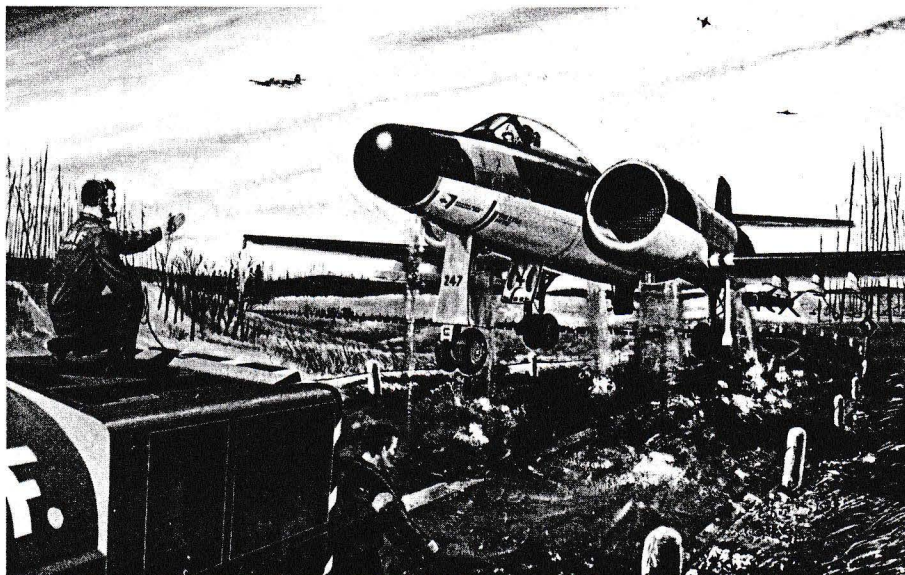
Long range jet trans-
port (Special Projects
Group) 1956.

— AVRO CANADA

Monorail. Toronto city
centre to airport and
islands. (Project Research
Group, Avro) 1958.

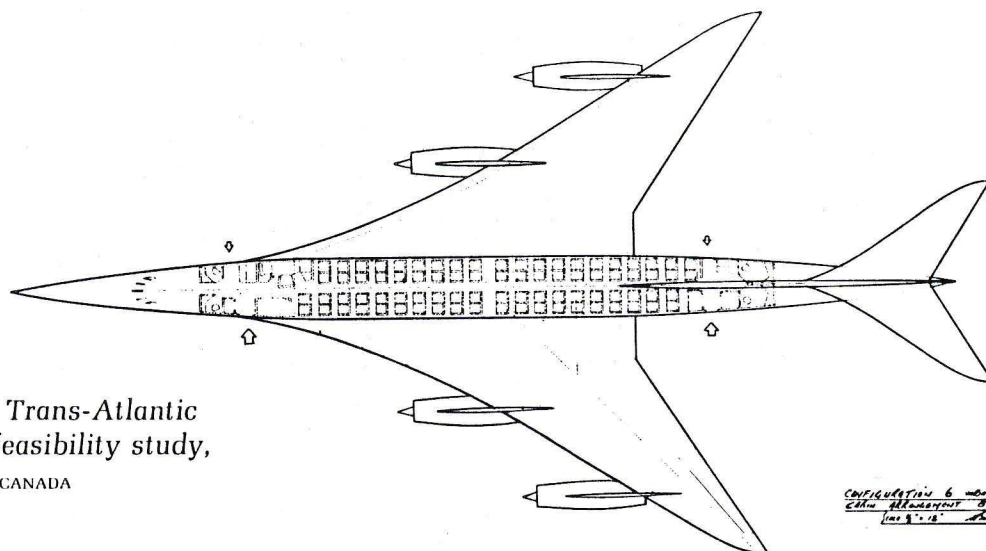
— AVRO CANADA



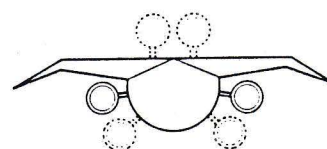
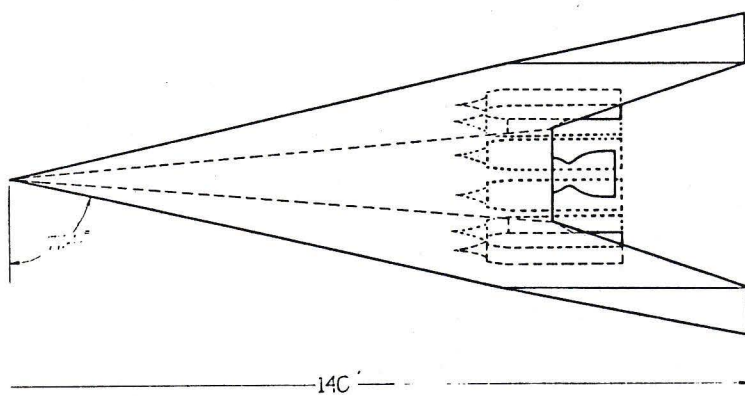


VTOL CF100 (Bristol Orpheus engines).

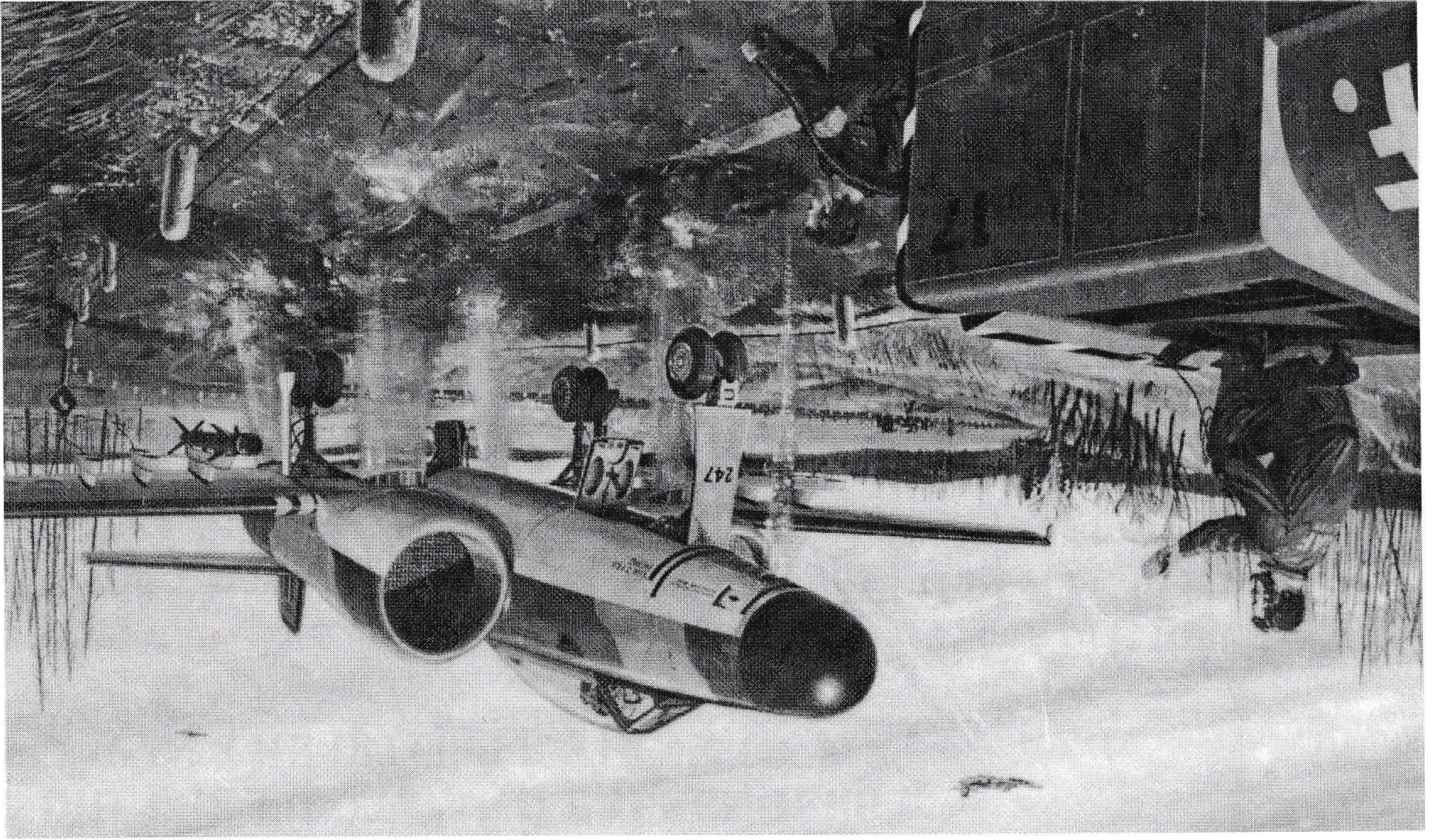
— AVRO CANADA

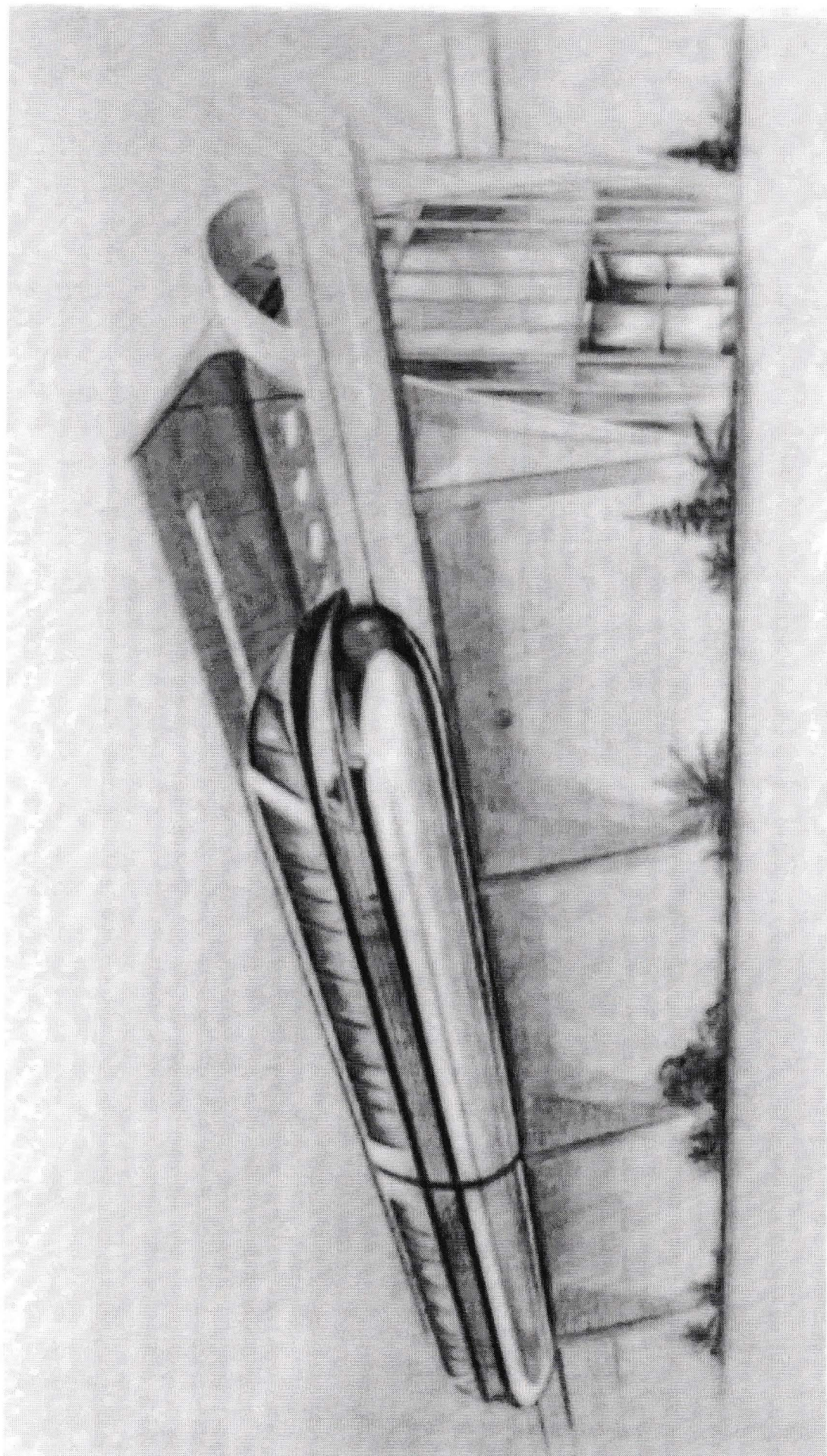


Supersonic Trans-Atlantic Transport feasibility study, 1959. — AVRO CANADA



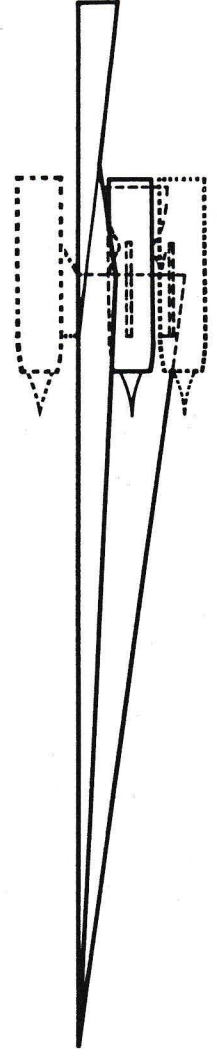
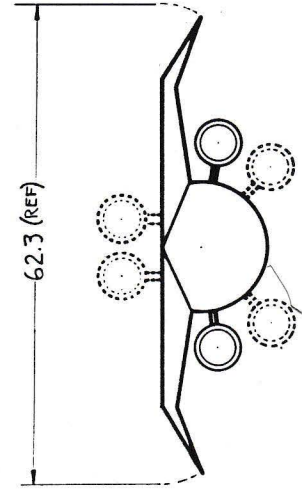
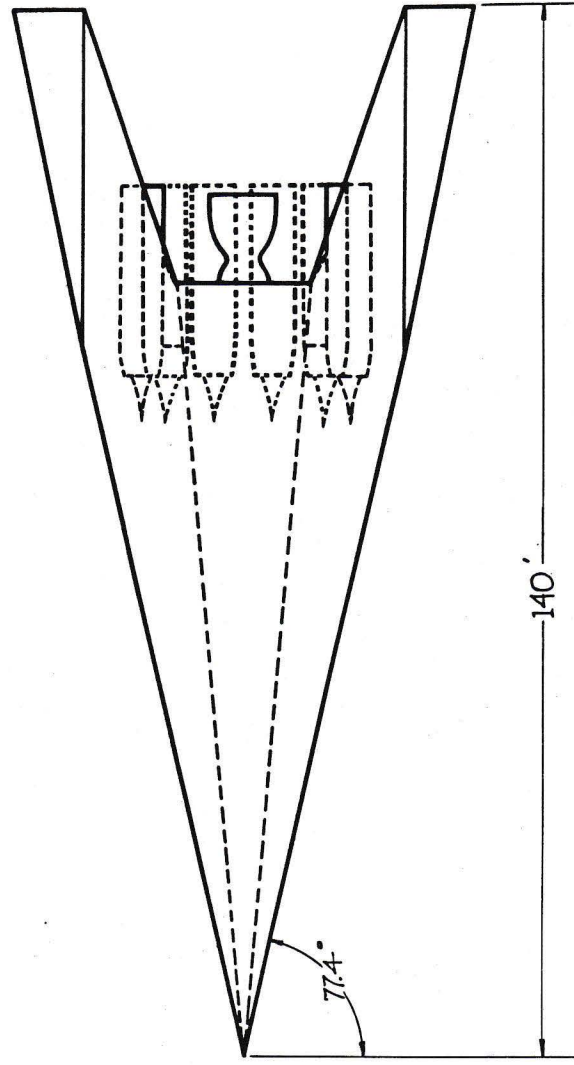
Space threshold vehicle (Project Research Group) 1958. — AVRO CANADA



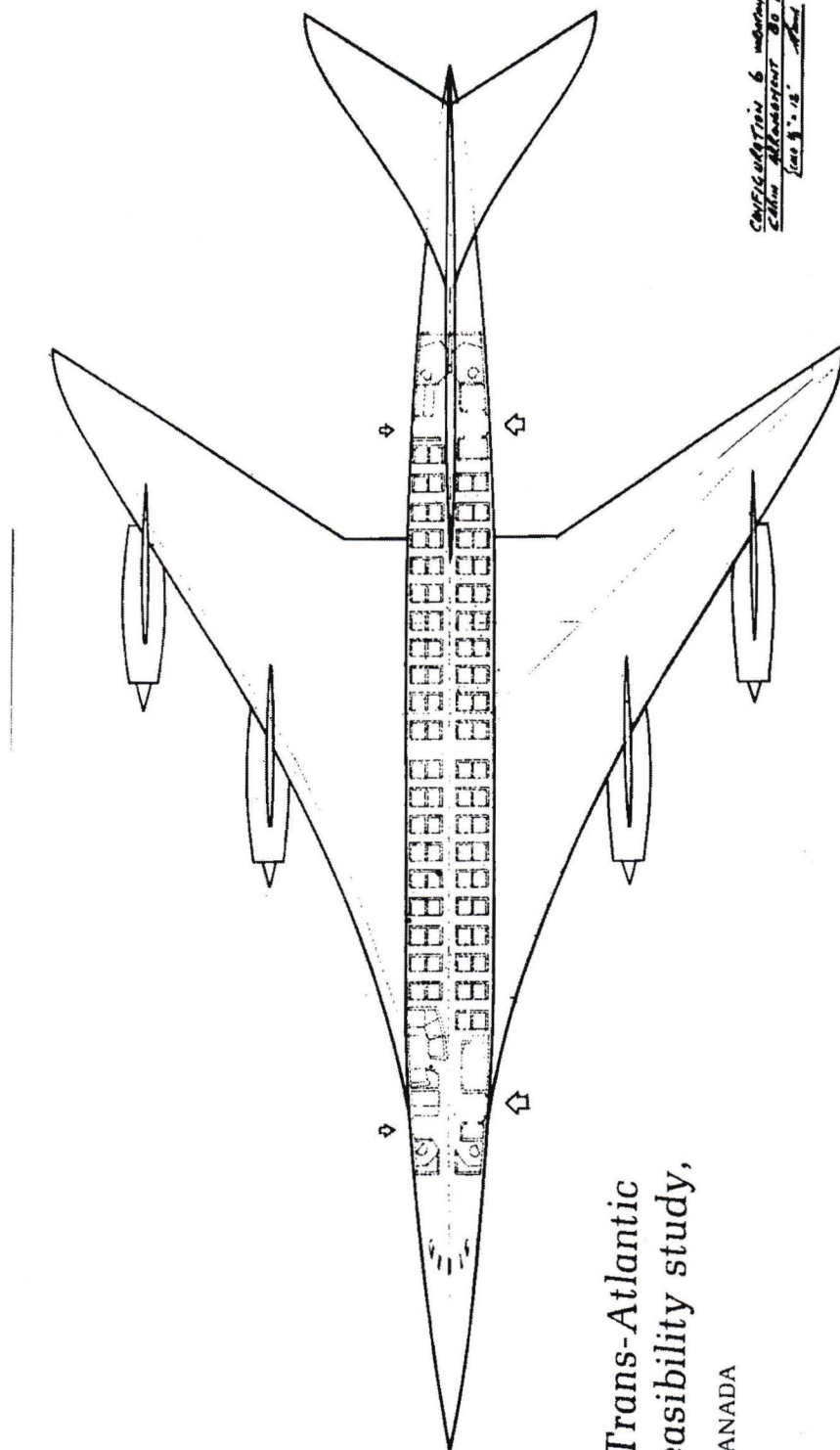


HYPERSONIC FLIGHT VEHICLE

POSSIBLE CONFIGURATION

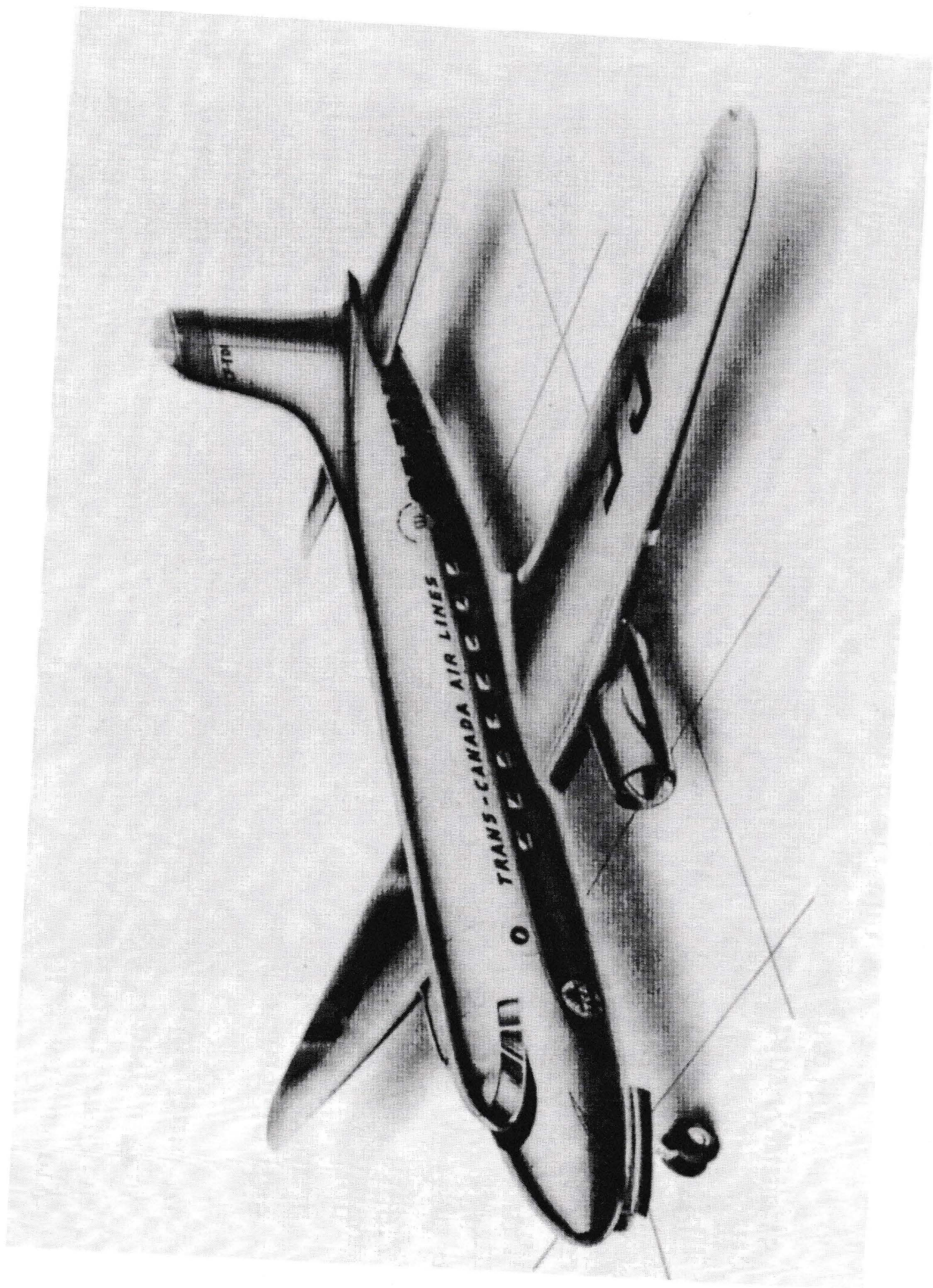


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Supersonic Trans-Atlantic
Transport feasibility study,
1959. — AVRO CANADA

Configuration 6 shown 'A'
Cabin arrangement 80 passengers
Crew 5 + 12. *Hand* Fig 31



Aluminum Richardson power boat being constructed at Avro using aircraft techniques, when Avro in desperation turned to boat building as a last desperate venture after the collapse of the 'Arrow' program.

