

our decades ago it first flew — a ■Mach 2 fighter with a ceiling of 50,000 feet, not much less than what today's first line fighter can do. Then, suddenly, the project was shelved, and the existing aircraft were destroyed by government

mandate — along with drawings, technical manuals and spare parts.

the hope alive that they, one day, and future generations may again see this gleaming miracle of Canadian achievement — the Avro

enthusiast claims to have found a big part of the puzzle — two engines and For 40 years, enthusiasts have kept tons of parts from the Avro Arrow. "I was so excited when I first saw

> it, I couldn't believe it," McAllister told reporters. "Here was this national treasure just sitting there

hidden away."

The treasure is actually two Pratt & Whitney J75 jet engines, of the type used in the first production Arrows that flew in the late 1950s. They were found at the National Research Council site in Ottawa. A Canadian engine, the Orenda Iroquois, was about to fly in the sixth Arrow when the project was canceled by the government of Prime Minister John Diefenbaker on what became known as Black Friday — 20 February 1959.

CF-105 Arrow. And now an amateur

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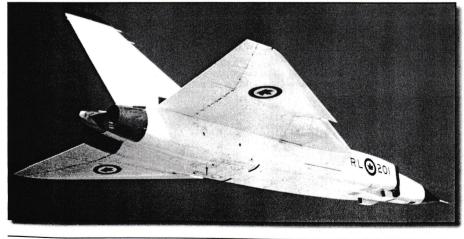
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These engines are a great gift to the Canadian people," said Robin



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Murray, who is president of the Toronto Aviation Museum (due for opening at press time). "We were just stunned at our good fortune."

Various groups have been working to preserve the memory of the Arrow — and the few remaining artifacts — since the stunning mass scrapping of 40 years ago. Those who helped build the aircraft and the test pilots that flew it are hoping that educational programs of the future will include films, pictures and objects from that golden time.

McAllister also claims that there is a site in Toronto where tons of Arrow pieces and spare parts were buried when the destruction order was carried out. He claims to have documents that show 50 to 60 metric tons of parts and pieces were buried at the site, which is now private property. He is hoping to get permission to scan the area with a magnetic anomaly detector to find the parts.

Not everyone is as optimistic. Bob Saunders is director of the Aerospace Heritage Foundation, a group largely dedicated to Arrow research. For five years, he has been leading a team to find and recover aerodynamic models of the Arrow that were fired out over Lake Ontario during preflight testing in the late 1950s.

"I wish him (McAllister) the best of luck, but I have never seen any documentation that such a burial site exists. The same goes for the engines. An awful lot of paperwork was generated by Avro in those days, so records were kept, but does it still exist? I've seen no documentation that says those engines were ever near an Arrow." Saunders says it would be more historically meaningful to find and display an Iroquois engine. There is

one at the National Aviation Museum in Ottawa and he says there is another somewhere in England, which may be brought back to Canada.

A full-size replica of the third Arrow, RCAF s/n RL203, is being built for display at the new museum.

AVRO ARROW NOSE ON DISPLAY

The largest piece of the elegant Arrow to survive is the nose section of Arrow Mk. 2 RCAF serial 25206. This section, complete to behind the engine intakes, is on display at the National Aviation Museum, Rockcliffe, Ontario. This particular aircraft never flew and it is not known just how such a large section escaped the scrapping directive which ordered that everything associated with the Arrow be destroyed. Also on display is another relic of Canada's once booming aviation industry — the nose of the Avro C-102 Jetliner.

Interest in the Arrow was sparked anew in 1997 by the feature film *The Arrow* which starred Dan Aykroyd and was shown widely on North American television.



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