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This is perhaps the most compelling of the speculations that surround the Arrow's developed in Palmiro Campagna's book *Storms of Controversy*. It wasn't well-known that the CIA had already developed the U2, a top-secret plane capable of flying at higher than any plane besides the Arrow. The U-2 was billed as a weather plane overflying countries around the globe for surveillance and espionage purposes. The Arrow, were it to fall into the 'wrong' hands, could allow other aircraft to challenge country acquired, bought or even captured an Arrow, they might have been able to the American surveillance game.

Another interesting connection is that the head of the CIA, Allen Dulles, was the brother of the U.S. Secretary of State who advised Defence Minister George Pearkes to purchase the Arrow. Palmiro points out that the Secretary of State was privy to all the Arrow, and knew full well that because of the antipathy towards the costly Canadian government, the Arrow would collapse without U.S. sales. If it was contrary to the Arrow to proceed, no 'pressure' was necessary to kill the program – the U.S. could have bought it. Indeed, Campagna records that the USAF, perhaps signaled by the CIA, started the first flights were being flawlessly completed.

The Arrow was threatening to the U-2 in more ways than simply as an example of it. As mentioned, sales of it could lead to the U-2's secret mission being disclosed. (This was in 1960, when a U-2 was shot down over Russia). The Arrow program was also dependent on a supply of titanium, a metal in short supply in the late 50's, and the U.S. was a Blackbird series of high-altitude supersonic reconnaissance craft, which would require a large amount of titanium. There was the risk of the Soviets obtaining the secrets of the Arrow, through espionage. All in all, there was little advantage to be gained by letting the Canadians develop a flying fighter.

Crawford Gordon v. John Diefenbaker

This theory suggests that Diefenbaker had a problem with Crawford Gordon, the tempestuous head of Avro, and this affected the decision to bring the Arrow down. Crawford Gordon was one of C. D. Howe's "bright young men" who were responsible for the impressive economic growth of Canada during the Second World War. Dief was well known for his dislike of Liberal proteges. There was no shortage of distrust between Avro and the conservatives, and it seems that a personal feud over the Arrow did develop between Crawford Gordon and John Diefenbaker. There are a variety of stories of stormy meetings between the two (complete with a

being hurled against a wall). Diefenbaker, a small-city lawyer from the prairies and Ontario, also had a reputation for vindictiveness.

Diefenbaker was personally responsible for the destruction

This seems unlikely. There seems to be a good case that Diefenbaker may not ever see the destruction. He may have had it in for the Arrow, but the destruction itself seems a matter of Cold War security. It appears that attempts were made to avert total destruction. Photographs and films were saved, discrediting the idea that the destruction was an attempt to erase the details from future generations.

The idea of total destruction doesn't appear to have been relished by anyone, with the exception of the National Aeronautical Establishment, an arm of the National Research Council. There were high-profile disputes over the Arrow's performance with Avro, which were resolved. According to documents, before destruction was ordered, the NRC was approached to house one or two of the completed prototypes. The NRC refused, saying it had neither the space nor manpower to house a militarily sensitive craft.

The Quebec connection

The idea behind this little-known conspiracy theory is that the Diefenbaker government's cancellation of the Arrow was a pay-off to then-premier of Quebec Maurice Duplessis for his support during the 1958 election. Duplessis went to great personal expense to weaken the Liberal Party, paving the way for a conservative landslide. He selected 50 ridings where he felt the Liberals would be defeated, picked Union National candidates, and invested \$15,000 per riding. The Conservatives won 25 seats in Quebec. One of the new members was Raymond O'Hurley, who, it is interesting to note, became the new Minister of Defence Production.

The payoff for Duplessis would have been the transfer of the Canadian aircraft manufacturing from Toronto to Montreal. In 1959 it was decided to replace the F86 Sabre and CF100 supersonic Lockheed 104 Lightning that could be used for interception, tactical reconnaissance, to be built under license in Canada. The contract to build the engine for the Lightning, the contract to build the aircraft went to Canadair in Montreal, though allegedly the intention was that Avro was the low bidder. ■■

Taken from an article by *Brahm Rosensweig*