



AVRO ARROW

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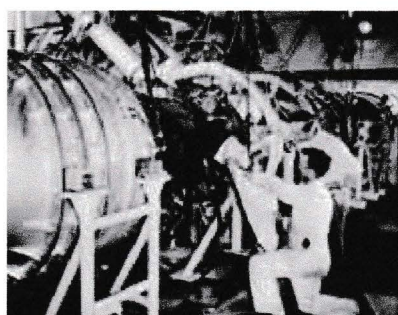
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Finding the P+W Engines

June 28, 1999



Mike McAllister is an aircraft enthusiast who recently located, in the dust of a warehouse at the National Research Council in Ottawa, two previously unidentified Pratt and Whitney engines which were used to fly the Arrow. In the following essay he describes the circumstances of the find.

In March of last year I was in Ottawa to do some research at the National Archives, and I phoned the National Research Council to ask if I might have a look at the Iroquois engine that they had in their propulsion lab. I had earlier spoken to Les Wilkinson, one of the authors of one of the book *Arrow*, and he had told me that a fellow named Peter Zuurins had arranged for the partially-damaged Iroquois, owned by Canadian Warplane Heritage, to be restored to display condition.

I spoke to a Mr. Jim Mcleod of the propulsion lab and went over to see the Iroquois, which was missing some of the compressor section and had been cut in two places with a torch. As I looked around the room I noticed several engine cans which were of the size to contain a small jet engine such as would power a Tutor aircraft (Snowbirds). And then I saw this huge jet engine mounted on a rolling stand, and I asked Jim McLeod what it was. "Oh that's a Pratt&WhitneyJ75," he told me. "Those are the same type that were used in the Arrow!" I exclaimed. "Oh yeah, I know, we've got another one in another building," he said calmly. He told me they had been there for 40 years and had come from Orenda. "Those things could have been out of Arrows!" I cried. "Oh I don't know, maybe" said Jim Mcleod. We discussed the engine and what other types of aircraft it had been used in, and then I left for Toronto.

Upon arriving in Toronto I called the Toronto Aerospace Museum of which I am a member and suggested that we attempt to acquire the engine for the museum. The National Research Council called the National Aviation Museum in Ottawa and asked if they would like to have one of the engines. They were of course delighted, and came

a volunteer organization, was having some trouble arranging free transportation for a 5-foot-wide, 18-foot-long, 3-ton engine. When I heard of the difficulty arranging transport, I called the offices of Black & McDonald Ltd., an internationally known technical contracting company, and spoke to a Mr. Ken Steele who told me that his company would be happy to transport this valuable artefact of Canadian aviation to the Toronto Aerospace Museum.

Later that day I called the NRC and spoke to Jim Mcleod, and was told that the NRC had decided to hang on to the remaining J75 for the time being. I then spoke to a Mr. Rudnitski who told me that they were thinking of using the engine to supply compressed air for the plant. I was also told that if and when they let the other J75 go, it will go to the Toronto Aerospace Museum.

The Toronto Aerospace Museum is building a full size (80ft.long, 55ft wide, 23ft high, at the top of the tail) Avro Arrow replica with stainless steel frame and aluminum skin. Messier-Dowty is building the landing gear and de Havilland (now Bombardier) are going to paint it.

-- story by Mike McAllister

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