



JAN ZURAKOWSKI

ARROW IS UP

By JAMES EMMERSON
Telegram Staff Reporter

Chief development test pilot Jan Zurakowski got a football hero's ovation from over-joyed Avro Aircraft workers today as he taxied the 32-ton, delta-wing Avro Arrow in from its first successful flight.

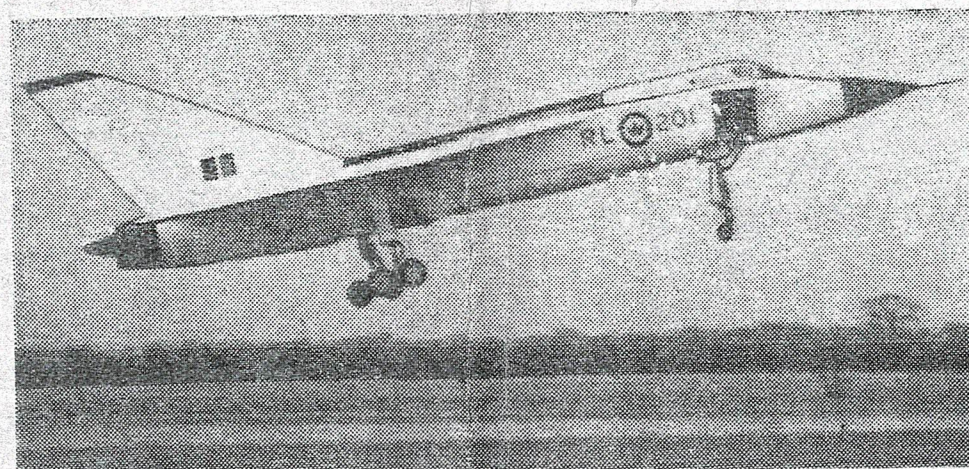
Avro officials found it impossible to keep employees at their jobs when word swept through the plant that Zurakowski was to make an attempt at flying the Arrow for the first time.

The successful flight, which lasted 35 minutes, was the culmination of four and half years of planning and work by Avro engineers, technicians and employees.

The plane shot into the air at 9.55 a.m. as smoothly and as gracefully as the arrow for which it is named.

Little more than half an hour later, the 34-year-old pilot touched the huge machine down as gently and as gracefully as he had taken off.

Zurakowski found a hero's welcome awaiting him.



Airborne for first time, the Avro Arrow takes off at Malton

A tremendous cheer went up from Avro workers as he trundled the Arrow back to its hangar and swarms of officials rushed up to congratulate him.

Zurakowski, as calm, modest and unassuming as always, said afterwards that he wasn't the least bit nervous about the first flight.

"It handled very nicely," he said. "There were no special troubles at all. The first flight was for checking instrumentation only. I didn't go above 10,000 feet."

John L. Plant, general manager of Avro Aircraft, laughed and said Zurakowski was "the only one who wasn't nervous."

Zurakowski said he climbed away at about 3,000 feet per minute.

The Arrow made a beautiful sight as it soared smoothly into the air accompanied by two chase planes. A former wartime buddy of Zurakowski's, Spud Potocki, was flying a CF-100 and Flt. Lt. Jack Woodman, an RCAF acceptance pilot, flew a Sabre jet.

This is the first time in the career of the pilot, acknowledged as one of

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WEDNESDAY
Partly Sunny
Low 30
High 45
Details Page Two



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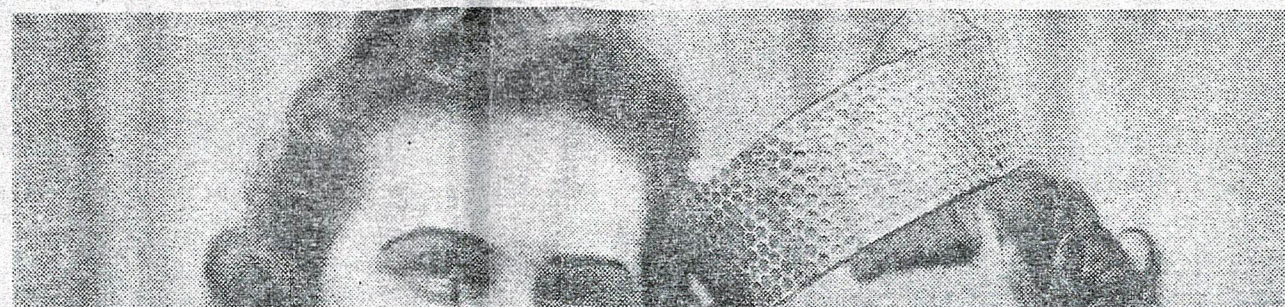
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A Couple Of Smiles After Musical Cup Victories



**'Insane' Thief
Robs Beer Store;
Kidnaps Cabby**

LONDON, ONT.—(Special)—A province-wide alarm is out today for a holdup man suspected of being mental

The NEW and the OLD...



THE ARROW SOARS ABOVE THE CF-100
During flight test, the Arrow climbed to 10,000 feet

Arrow

Continued From Page One

the best pilots in the world, that he has actually flown a new type of plane on its first run.

During the 18 months that he prepared for this flight Zurakowski visited aircraft plants in the United States and flew delta-wing models there to familiarize himself with their handling characteristics.

TENSION "TERRIFIC"

Tension at the airport this morning had built up to a terrific pitch just prior to the flight. While all engineering statistics and wind-tunnel tests had proved that the Arrow should fly, there was—as always—that last element of the unknown which had officials nervously pacing the edge of the tarmac.

Since 6 a.m., engineers and technicians had hurried around the huge delta-wing aircraft. Finally, at 9.15, it taxied out to the end of the runway.

The drama and tension of the historic aviation moment was heightened when two Avro aircraft fire trucks took up their stations at a midway point just off the two-mile runway.

Then the two chase planes, the CF-100 and the Sabre jet, taxied out quickly and took off.

For a few moments the chase planes circled at the end of the runway where Zurakowski was poised in the Arrow. Gradually, they tightened the bank, drawing closer to the machine they would follow on its crucial run.

FIRST SIGN

To observers at some distance the first indication that the Arrow was rolling was when the two chase planes suddenly straightened out and flew low along the runway.

Then, over a slight rise in the runway the needle nose of the Arrow suddenly appeared. It pointed skyward and as the machine gathered speed it lifted smoothly off the runway and climbed at a 45-degree angle away from the airport.

The first flight called for a 35-minute run, during which Zurakowski took the aircraft to 10,000 feet and tested all the controls.

At no time did the machine exceed 400 miles an hour.

The Arrow which flew to

day is not actually the Arrow that will go into production for the RCAF. The present machine is equipped with Pratt and Whitney J-75 turbo-jet engines for test purposes only.

IROQUOIS ENGINES

Production Arrows will be built with the Iroquois turbo-jet engine manufactured by Orenda Engines Ltd.

With the Iroquois engine it is expected the Arrow should be able to achieve speeds in the vicinity of twice the speed of sound, about 1,200 miles an hour.

The first Arrow rolled off the assembly line last October, four years from the time Avro was given the go-ahead to design and manufacture a successor for the CF-100.

The Arrow is designed as a complete air weapon. That is, it can perform both as an interceptor and a bomber.

There is only one other aircraft in its class in the Western world. That is the B-58 Hustler built by the Convair Co. in San Diego, Calif.

While the Hustler is designed primarily as a supersonic bomber, it can double as an interceptor.

The Arrow, on the other hand, while designed primarily as an interceptor, is capable of carrying nuclear weapons.

Friday D Day For Cancer Daffodils

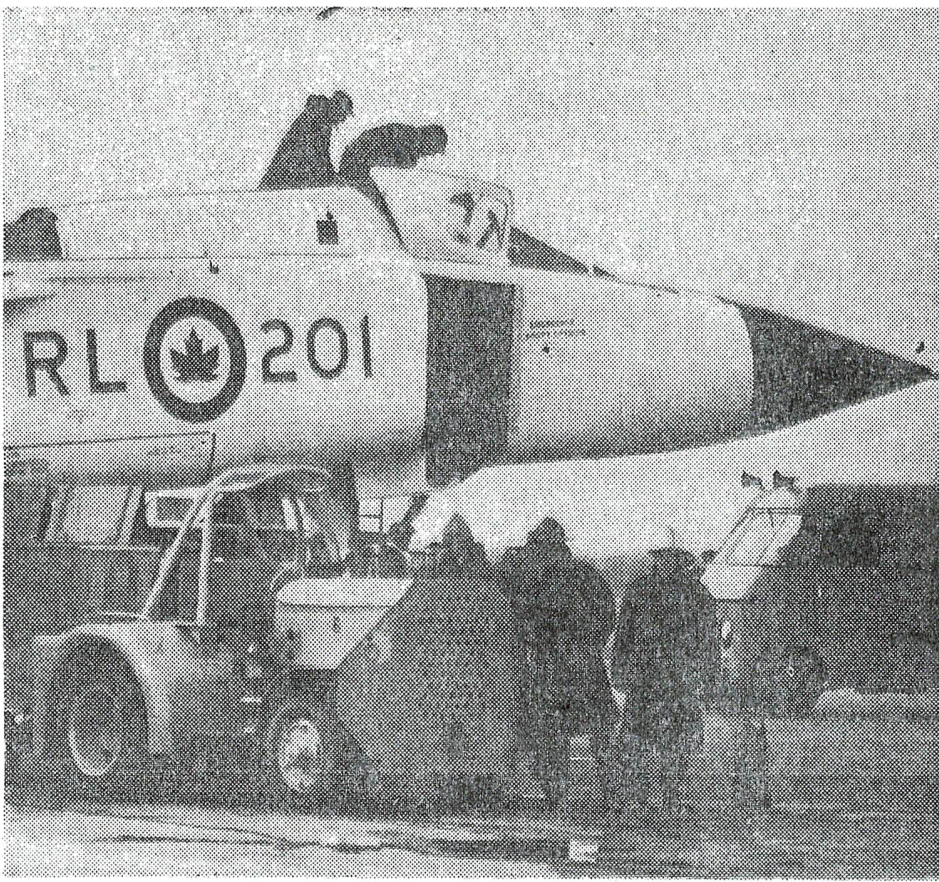
Friday is D Day for Toronto. D for daffodil and the launching of the April fund raising campaign of the Canadian Cancer Society.

Five hundred volunteer flower-sellers from the society will bear 150,000 yellow blooms into downtown and suburban restaurants, hotels, office buildings and stores.

The daffodils were planted in Victoria last October and will arrive in full bloom at Malton Airport Thursday.

Proceeds from the sale will go to the society.

Supermarkets and drug stores will have daffodil pins for sale for those who are unable to locate a flower seller on D Day.



Technicians prepare the Avro Arrow for its flight today. When test pilot Jan Zurakowski landed after a 35-minute instrument test he was greeted by tremendous cheers from Avro workers. "It handled very nicely," he said of the plane.

Jackpot's Lucky Lightning Strikes Same Street Again

No one can tell Mrs. W. T. McKay, 52 Doncaster ave., that lightning won't strike twice.

A year ago a neighbor down the street won the Loblaws-Telegram Jumbo Jackpot.

Last night it was Mrs. McKay's turn, and she was suddenly \$500 richer when she said, "Glide Liquid Starch" into the phone instead of "Hello."

But she missed an additional \$500 when she didn't know the Magic word, Courtesy—the first time she hasn't known the pot-of-gold answer.

"I was in Kitchener visiting my daughter and grandchildren and couldn't get to a Loblaws to discover the word," she said sadly—but not too sadly.

"Oh well, better luck next time—because I'm certainly going to keep on trying the Jumbo Jackpot."

Mrs. McKay was one of the most enthusiastic and delighted winners of the Jackpot



MRS. W. T. MCKAY
"Did I really win?"

est, did I really win... wonderful-l-l-l"

And so on.

Mr. McKay has been with a hosiery firm for 44 years. The McKays recently celebrated their 34th wedding anniversary and have three children, five grandchildren and the Jackpot \$500 to boast about.

"We may use the money to finance a trip to the Calgary Stampede," Mrs. McKay suggested. "Or then again we may go straight to Vancouver... oh goodness, I can't say how we'll use it!"

Mrs. McKay and all her friends are regular members of the Loblaws-Telegram Jumbo Jackpot club. They seldom miss a Monday evening session between 6.30 and 7.30, when the phone is never answered by mere "hellos" but with a product's brand name.

Mrs. McKay was the fifth person called last night. Others who missed the \$500 were: Miss Gina Noble, 446 Sudan; Mrs. John Ashton, 1668 Dundas st. e.; Mrs. G. Spiegel, 15 Prince Charles dr.; and Mrs. H. Thompson, 75 Oriole rd.

Asks Bunkhouse OK For Liquor, 'Proper As Home'

Arthur Reaume (Lib., Essex North) thinks that for liquor-drinking purposes, the Ontario Government should consider a bushman's bunkhouse just as appropriate as a city house or a posh hotel room.

He berated the Government yesterday for forbidding liquor in bunkhouses in a bill given second reading which would permit the city dweller to drink not only inside his house but on its veranda or on the lawn.

Provincial Secretary George Dunbar insisted bunkhouse drinking was against the Labor Act and he believed it ought to be.

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