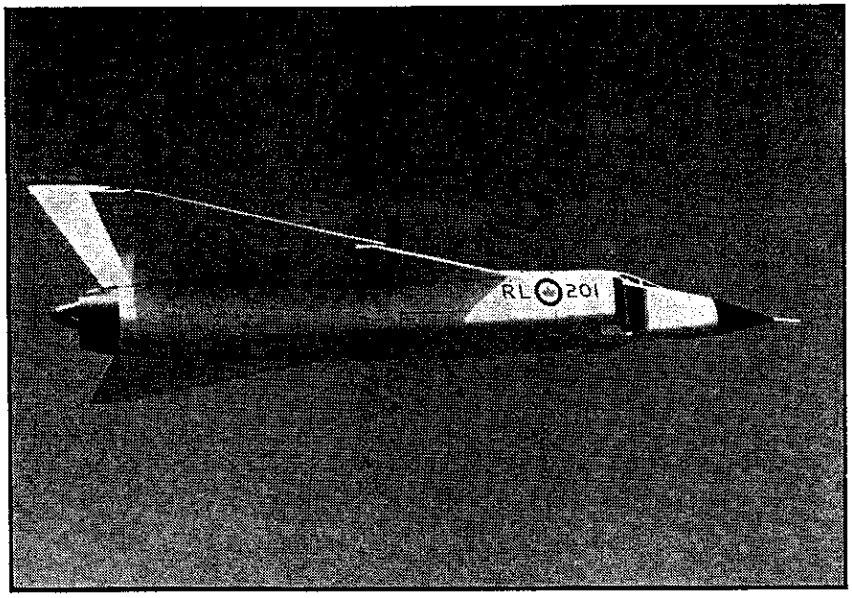
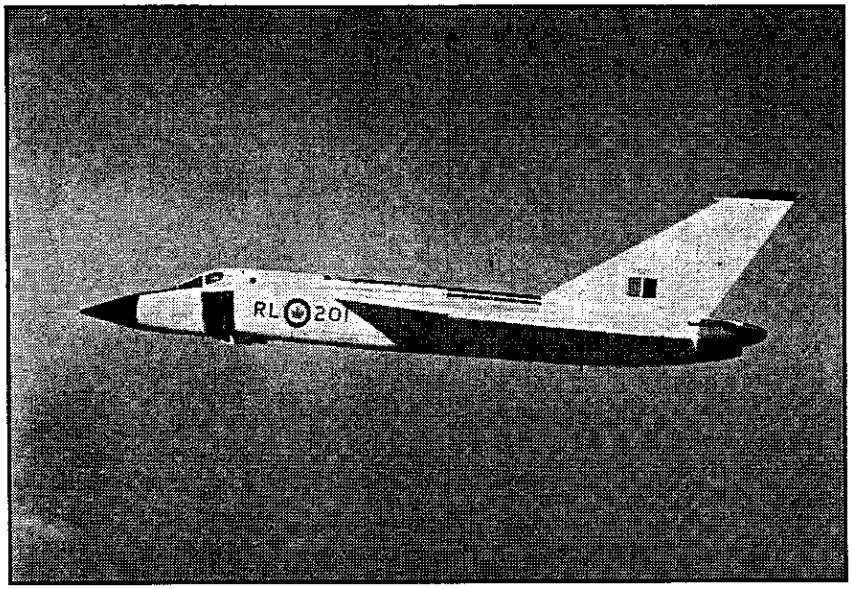
ARROW ALOFT

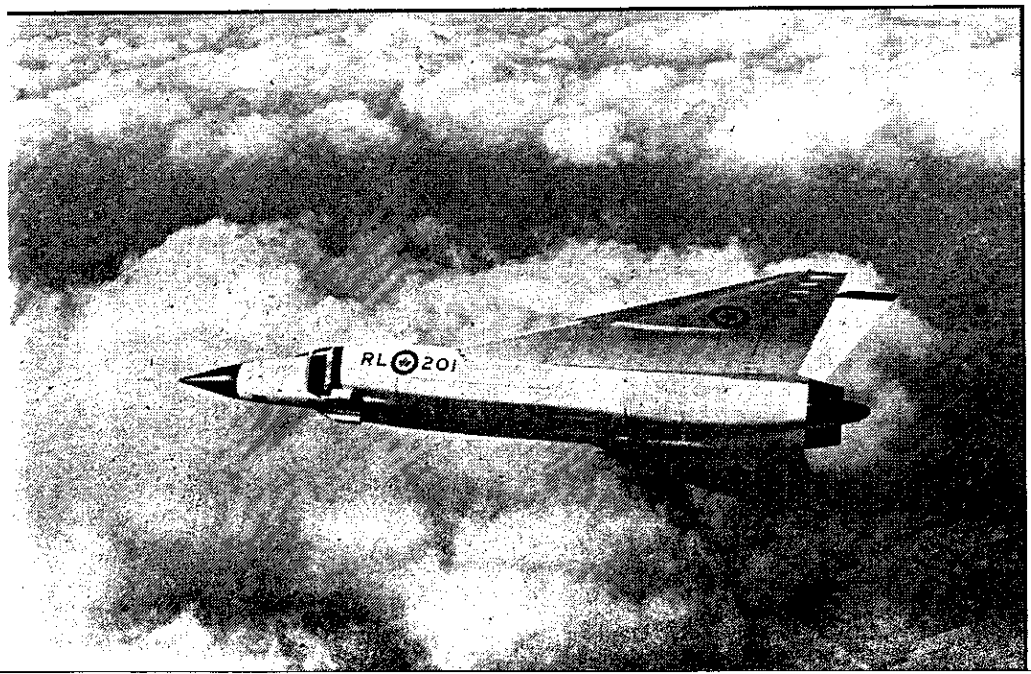


Avro's big new fighter shows its supersonic form in these first photos with gear retracted.



Above, small square window aft of pilot's cockpit marks navigator's station.

Below, fairings on wing are thought to house control surface actuators.



ON APRIL 18, the Avro Arrow 1 achieved a level flight speed of Mach 1.5 at an altitude of 50,000 feet, equivalent to approximately 1,000 mph. First flight of the Arrow took place only on March 25.

Announcement of this speed run was made by RCAF Headquarters which said that . . . "Because it is less than one month since the Arrow's first flight, and because of the aircraft's high order of complexity, weight and size, the RCAF considers today's flight to be a significant achievement."

The flight on which the Arrow attained Mach 1.5 was the second one of the day, and lasted about one hour, late in the afternoon, around 4 p.m.

First Phase Over: Current status of the first Arrow 1 is that it has completed the initial phase of its flight test program and is now stripped down undergoing inspection before beginning the second phase.

The ninth and last flight in the initial series was carried out on April 24, just about one month to the day from the maiden flight. During this period, approximately nine hours were logged.

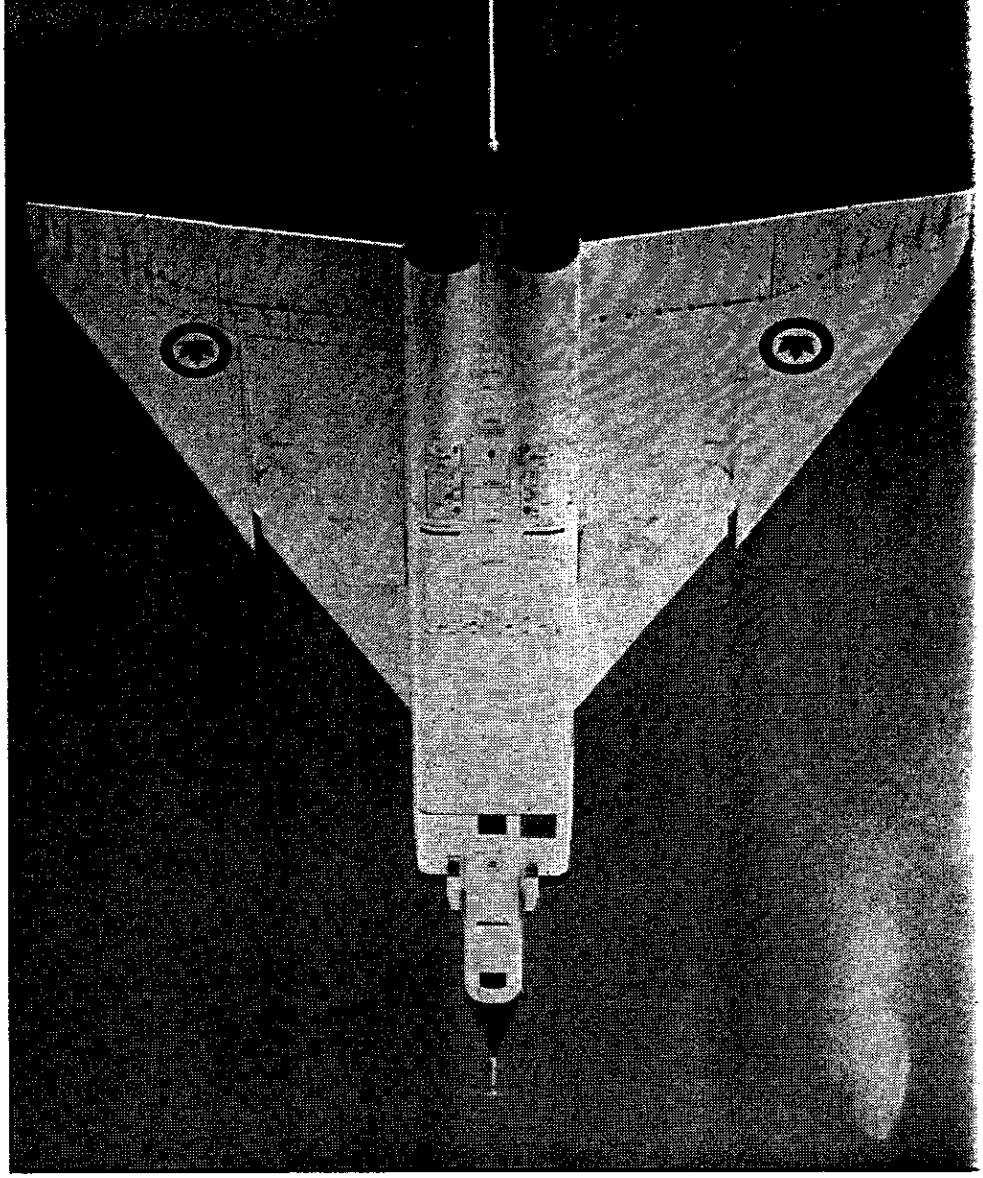
To date, three pilots have flown the Arrow 1. Avro Chief Engineering Test Pilot Jan Zurakowski made the first flight, of course, and since then his assistant, W. J. (Spud) Potocki, and Flight Lieutenant Jack Woodman, RCAF resident test pilot at Avro, have also checked out. All three pilots have exceeded Mach 1.0 in the airplane. Checkout procedure has been to gain Arrow handling experience in the simulator, then make a few high speed taxi runs, and then off on the actual flight. So far, all flights have been made with the pilot alone in the machine.

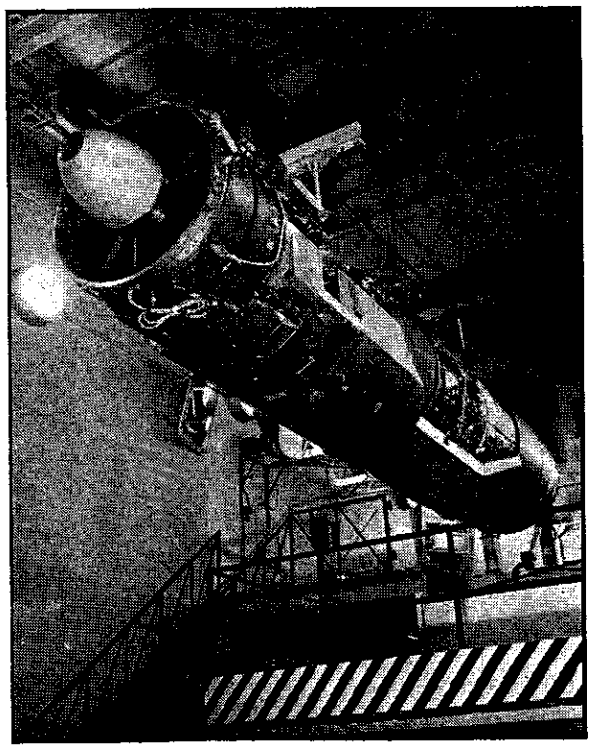
It is understood that the third Arrow has now been sent to Flight Test, though at time of writing it was not known when the second machine to Flight Test would actually begin fly-

(Continued on page 72)

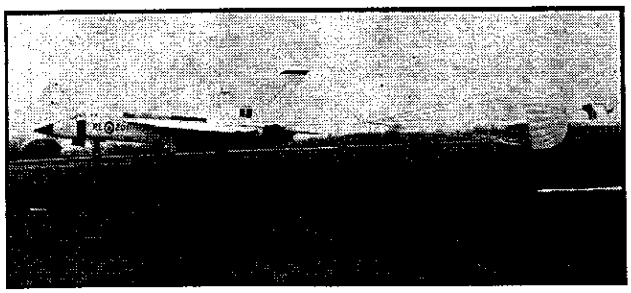
In this picture from directly below the wing form is clearly illustrated. Light spot at right is reflection from canopy of CF-100 photo plane.

Aerial photographs by Hugh Mackechnie





Left, the first picture of the actual Iroquois engine to be released. Iroquois will power the Arrow 2; Arrow 1 has P & W J-75's.



Use of the braking chute (by Irvin) is normal procedure for every landing of the Arrow.