AVRO ARROW

SPEECH BY FRED T. SMYE

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Remarks by Fred T. Smye, President and General Manager
Avro Aircraft Limited,
on the occasion of the unveiling of the Avro Arrow,
October 4, 1957

Mr. Minister, Honored Guests, Ladies and Gentlemen:

It is a great privilege to welcome you here this afternoon, on the occasion of moving the first Avro Arrow from the production line to the Flight Test hangar, and to its first public viewing. We are very grateful to think that you have taken the time to be with us to celebrate this event.

We feel particularly honored to have with us today the Minister of National Defence, and many other distinguished guests, some of whom are seated on the platform, and whom I would like to introduce to you.

(Introduces guests.)

A few words about the aircraft which you are about to see:

The Avro Arrow is a twin engine, long range, day and night supersonic interceptor. It has a crew of two. It is a big, versatile aircraft. The loaded weight of the Arrow is of the order of 30 tons.

The primary armament of the aircraft is to be air-to-air guided missiles, installed in a detachable armament bay in the fuselage. The versatility provided by this armament bay will enable the aircraft to perform other roles.

The aircraft will be equipped with one of the most advanced integrated electronics systems, which will combine the navigation and operation of the aircraft with its fire control system.

The Arrow is designed to operate from existing runways.

I believe it can be said that the Arrow is one of the most advanced combat aircraft in the world. It has been designed to meet the particular requirements of the Royal Canadian Air Force for the defence of Canada.

I wish to emphasize that this aircraft is by no means a hand-made prototype, but that on the contrary it has been produced from very complete production tooling. This policy has been followed so that when the aircraft development has been completed, we will be able to move into the production phase without undue delay. Furthermore, an aircraft of the complexity and preciseness of the Arrow requires extensive tooling to ensure the accuracy of its manufacture.

This ceremony today is one of great significance to all of us at Avro, and we would like to think to the Canadian aviation industry. The Arrow, as you will shortly be seeing it, represents years of extremely hard work by our engineers, technicians, and craftsmen.

It is the result of constant probing into new and unknown technical areas to meet the ever-advancing requirements.

We feel that this aeroplane represents a substantial technical achievement------that it demonstrates the capability of Canadian technology, and represents a substantial Canadian contribution to the western world.

I cannot help but say how proud I am of the employees of Avro who have created what I think will become known as a great aeroplane.

In this connection I would like to pay tribute to my colleagues, Mr. J.C. Floyd, Vice-President of Engineering, and Mr. H.R. Smith, Vice-President of Manufacturing, who have headed up their teams so admirably.

I would also like to pay tribute to the Canadian Government Agencies with whom we have worked so closely, and who have made such great contributions to this project. In particular, of course, I refer to the Royal Canadian Air Force, and to its staff of able technicians and engineers.

I also would like to make mention of the National Research Council, who have assisted in many technical areas, and particularly in the use of their wind tunnel and other test facilities.

The Department of Defence Production has also been a most helpful partner in this undertaking, and is ever ready to assist us with our problems which arise in the sphere of their responsibility.

The Defence Research Board has likewise contributed its assistance in advice on technical problems, and greatly assisted the very important free flight model test programme which was carried out at one of their facilities.

We also wish to say "thank you" to the United States Air Force and to the National Advisory Committee on Aeronautics for the co-operation and assistance which they have always been so free in offering.

Whereas the Arrow is an Avro product, and whereas we are responsible for the overall design and manufacture of the aircraft, we could be considered, let us say, as the captain of a team of hundreds of suppliers and sub-contractors who, together with us, did this job.

There are many companies who have made outstanding technical contributions in the design, development and manufacture of all types of equipment and material for the aircraft. To them I wish to express our deep appreciation and gratitude.

The first aeroplane which you will see today, and the next few development aircraft, will be powered with the Pratt & Whitney J.75 engine. However, the ultimate engine to power the balance of the development aircraft, and all the production aircraft, is the recently unveiled Iroquois, designed by our associate company, Orenda Engines Limited.

As we have been creating the Arrow, they have been creating the Iroquois. This engine too represents a milestone in Canadian industrial accomplishment, and it is the thrust of this engine on which the very advanced performance of the Arrow will depend.

At the close of this ceremony, the aircraft will be taken to the Flight Test hangar for flight preparation, which will involve exhaustive testing, and the installation of extensive, specialized instrumentation. The flight date of the aircraft will depend on the problems which will have to be dealt with during this phase of the programme and, consequently, it is difficult to foretell. We are hopeful, however, that the aircraft will make its first flight before the end of the year.

Behind this first aircraft there are other, development aircraft in various stages of completion, and all of which will be subjected to an extensive and time-consuming flight test and development programme. We know that, like all other aircraft of this type, where one is constantly probing the unknown, we will encounter many problems and setbacks ---- and it will not be until this exhaustive testing is successfully concluded, and until the development phase of the programme has been accomplished, that it will be able to see service in the squadrons of the Royal Canadian Air Force.

The CF.100, which is currently in production for the Royal Canadian Air Force and the Belgian Air Force, was created, designed, developed and produced here at Malton. We like to feel that that aircraft has played an important role in the defence of our country, and has contributed to NATO. It is our fervent hope that, in due course, the Arrow will make the same contribution in the supersonic era in service with the Royal Canadian Air Force, and with the airforces of other, allied countries.

In closing, I would like to again thank the Royal Canadian Air Force and the Government of Canada for affording us the opportunity of designing both of these aircraft, and for entrusting to us this responsibility, of which we are so deeply conscious.

It is now my pleasure to introduce to you the newly-appointed Chief of the Air Staff, Air Marshal Hugh L. Campbell.

Air Marshal Campbell joined the Royal Canadian Air Force in 1931. Eleven years later, during World War 2, he was posted overseas to the Royal Canadian Air Force Headquarters in England, as Director of Air Staff. In 1944 Air Marshal Campbell returned to Canada as Assistant Chief of the Air Staff.

In 1949 he was appointed Chairman of the Canadian Joint Staff in Washington and, in that capacity, participated in the original work of the military committees of NATO. In 1952 Air Marshal Campbell was appointed Air Officer Commanding the Royal Canadian Air Force Air Division in Europe. He was the Commanding Officer during the building up of the Air Division in Europe, and earned international respect and admiration for himself and the Air Division in the carrying out of this important duty.

In August, 1955, he was appointed to the post of Deputy Chief of Staff - Operations, at Supreme Headquarters Allied Powers Europe, more familiarly known as SHAPE. He filled this post with distinction

and great credit to Canada until his appointment as Chief of the Air Staff on September 1st last.

It is a distinct honor, and a great pleasure, for me to now introduce the Minister of National Defence, the Honorable George R.Pearkes, V.C.

We deeply appreciate the fact that he has generously consented to officiate at this ceremony today. His outstanding record of service and devotion to his country is well known to all of you. Therefore, without further delay, I wish to call upon the Honorable George R.Pearkes,V.C. the Minister of National Defence.

Ladies and Gentlemen:

This marks the end of our ceremony. In closing, I again wish to extend our sincere thanks to all of you for being with us here today.

Thank You.
