

the
GRANGE

VOLUME ONE



LEGEND OF THE
ARROW



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LEGEND OF THE ARROW

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CONTENT STORYLINE BY HERITAGE MISSISSAUGA

PRODUCED IN MISSISSAUGA BY SPENT PENCILS

FUNDING PROVIDED BY CULTURE DIVISION, CITY OF
MISSISSAUGA & HERITAGE MISSISSAUGA

PRINTED IN CANADA BY THE PRINT GURUS



HERITAGE MISSISSAUGA
"THE GRANGE" 1921 DUNDAS ST. W
MISSISSAUGA, ONTARIO L5K 1R2
WWW.HERITAGEMISSISSAUGA.COM



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Leading today for tomorrow

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ORPE 26

WAVE 26

LTON 58



HANG ON!



END OF THE LINE,
HAVE A GREAT DAY.



QUICK INTO THE
LINE, YOU JUST MADE
IT ON TIME!



FOR WHAT?
WHERE ARE WE?



IN THE
MALTON
DEVELOPMENT
HANGAR OF THE
AVRO ARROW.

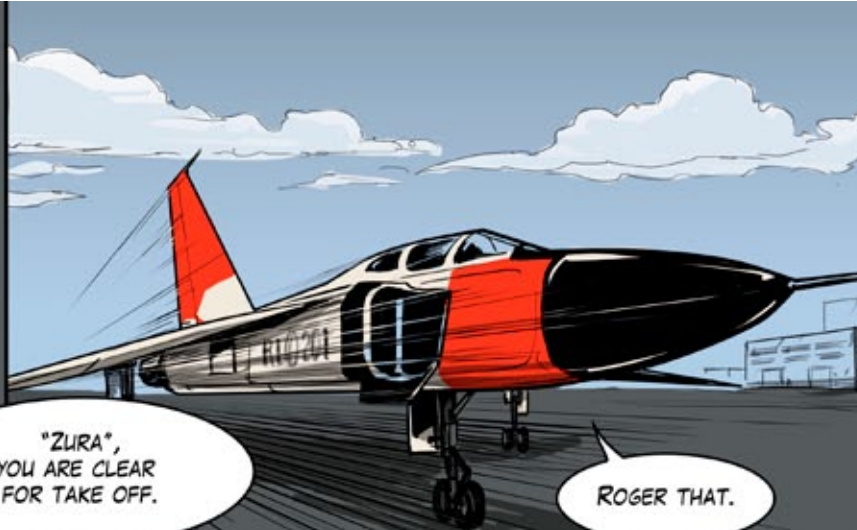








"ZURA",
YOU ARE CLEAR
FOR TAKE OFF.



ROGER THAT.





NOT BAD FOR
MALTON HUH?

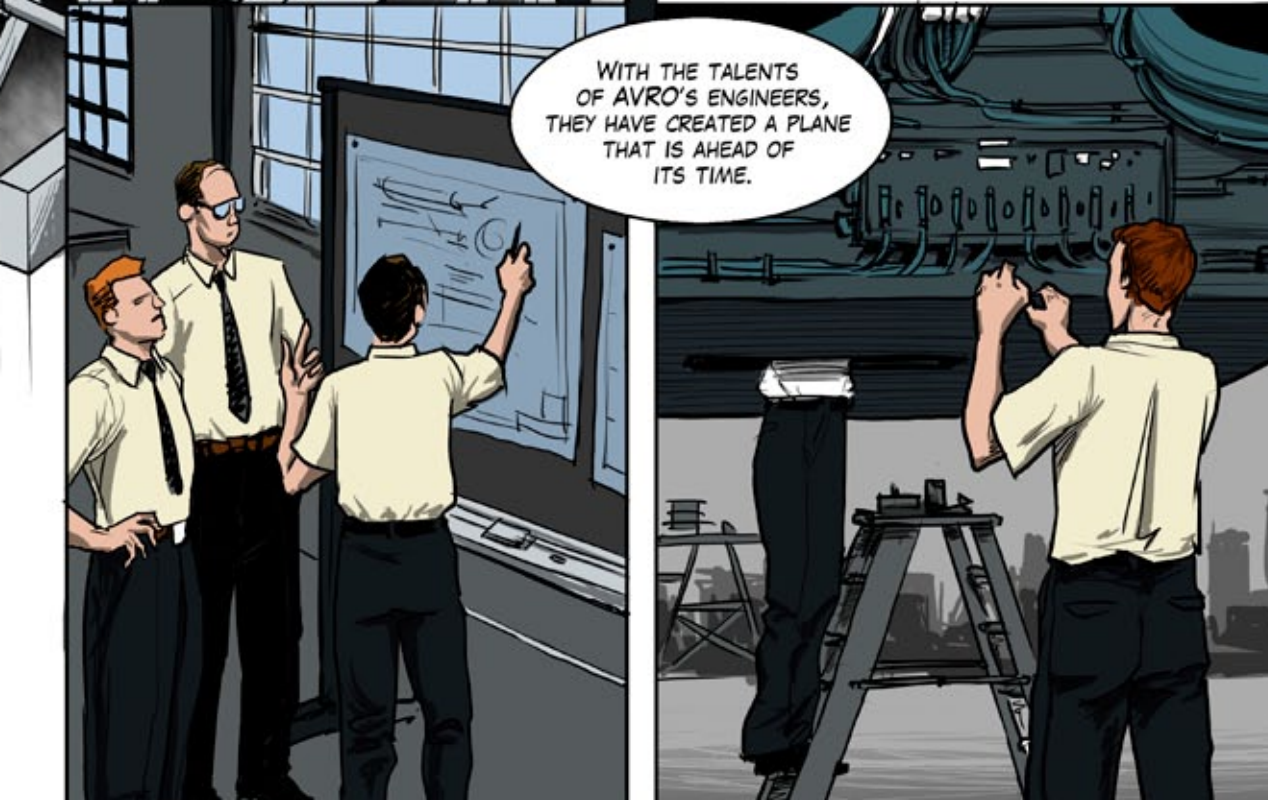


WHAT DO YOU
MEAN, MALTON?



ISN'T
MALTON A PART OF
MISSISSAUGA?

THE AVRO ARROW WAS
BUILT IN MALTON, AN ORIGINAL
VILLAGE NOW PART OF THE
CITY OF MISSISSAUGA AND
THE SITE OF PEARSON
INTERNATIONAL AIRPORT.





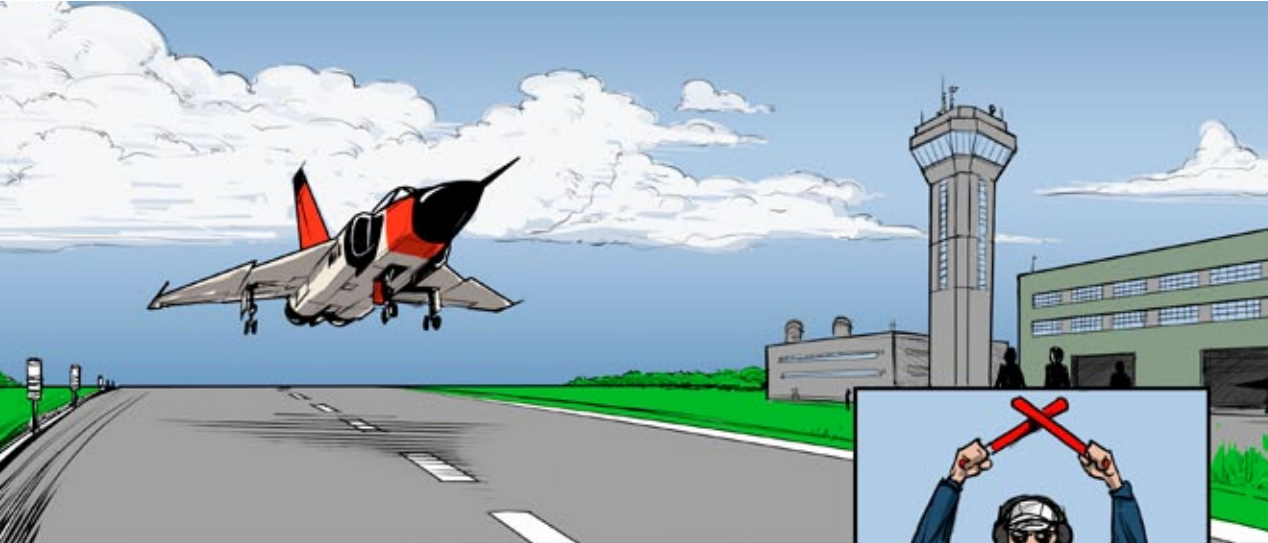
I CAN'T BELIEVE
SOMETHING LIKE THIS
HAPPENED IN MISSISSAUGA
AND WE DIDN'T KNOW
ABOUT IT.



THERE ARE A LOT
OF GREAT THINGS THAT
HAPPEN HERE.



I GUESS WE
JUST HAVE TO OPEN
A FEW DOORS AND GET ON
A FEW BUSES.







LEGEND OF THE ARROW

by Mark W. and Amy G.

The story of the Arrow began in 1952 when the Royal Canadian Air Force (RCAF) looked to develop a new all-weather jet interceptor capable of extremely high levels of performance. The RCAF contracted A.V. Roe Canada (AVRO Canada), which was based in Malton, Ontario (now part of the City of Mississauga). Avro had already produced the CF-100 "Canuck", Canada's first all-weather jet interceptor.



In 1953 research and design for the CF-105 supersonic all-weather jet interceptor began, with formal production and testing starting in 1954. Dubbed the "Arrow", ultimately five Mark I Arrows soared in the



skies above historic Mississauga (RL-201, 202, 203, 204 & 205). The first CF-105 "AVRO Arrow" was rolled out on October 4th, 1957. The first test flight took place on March 25th, 1958. The future of aviation in Canada seemed bright.

Only four pilots took the controls of the Arrow in flight: Janusz (Jan) "Zura" Zurakowski (1914-2004), perhaps the most celebrated of the Arrow pilots, was the lead test pilot for the program until 1958; Wladyslaw "Spud" Potocki (1919-1996) saw the most air time, flying over 34 hours in the Arrow; Peter Roland Cope (1921-2005) remarked that there "wasn't a single plane flying at the time that could come anywhere near to touching that aeroplane"; and the only Canadian-born pilot to fly the Arrow was Flight Lieutenant Jack Woodman (1925-1967) from the RCAF.



WE
ROCKED THIS
PROJECT!



YUP.

<http://heritagemississauga.com/page/The-Avro-Arrow---A-Mississauga-Legend>

The five flying Arrows were powered by Pratt & Whitney J75 engines. In early 1959 the first Mark II Arrow, RL-206, was nearing completion and was to be fitted with the more powerful Orenda PS-13 "Iroquois" engine, but it never had the chance to fly.

On "Black Friday", February 20th of 1959, Prime Minister John Diefenbaker announced the immediate cancellation of the AVRO Arrow program. All traces of the CF-105 program – planes, parts and plans – were ordered destroyed. In the weeks and months following the cancellation, the five flying Arrows were cut into scrap, and the nearly finished RL-206 and all in-production aircraft were dismantled. What might have been?

Considered the most advanced aircraft of its time, the story of the CF-105 Arrow is still the subject of tremendous controversy and discussion.

A+ EXCELLENT PRESENTATION!



the GRANGE



FOUNDED IN 1960, HERITAGE MISSISSAUGA IS A NOT-FOR-PROFIT CHARITY WHOSE FOCUS IS RESEARCHING, RECORDING AND COMMUNICATING MISSISSAUGA VIBRANT AND DIVERSE HERITAGE. HERITAGE MISSISSAUGA IS KNOWN FOR ITS RESEARCH PROGRAMS, PUBLICATIONS, OUTREACH PRESENTATIONS, COMMUNITY PARTNERSHIPS AND UNIQUE EVENTS.

LOCATED IN THE HISTORIC ROBINSON-ADAMSON HOUSE, KNOWN AS "THE GRANGE" (BUILT CIRCA 1828), HERITAGE MISSISSAUGA IS A PASSIONATE ADVOCATE FOR HISTORY AND HERITAGE IN THE CITY OF MISSISSAUGA.

WITH THE SUPPORT OF THE CITY OF MISSISSAUGA, OUR PARTNERS, MEMBERS, DONORS, CORPORATE SPONSORS AND VOLUNTEERS, HERITAGE MISSISSAUGA CONTINUES TO ACCEPT THE CHALLENGE OF PROMOTING AWARENESS OF OUR HERITAGE, AND A SENSE OF PLACE AND TIME IN OUR CITY.



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