

2 April 1959

Sir George Gardner, C.B., C.B.E., B.Sc.,
 Director, M.I.Mech.E., F.R.Ae.S.,
 Royal Aircraft Establishment,
 Farnborough, Hants,
 ENGLAND.

Dear George

I assume that you are pretty well up to date on the events in Canada since the Arrow cancellation, which, as you can guess, has affected us to a marked degree. For instance, the really excellent team of 1,700 engineering personnel that I had are now reduced to some 25% of this figure. However, we are carrying on with our present contracts, and also have some interesting projects which we hope will gradually get us back into the design and development business.

I paid a very quick trip to the United Kingdom last week (2-1/2 days) to see Sir Roy and Stuart Davies. Incidentally, Sir Roy wants me to go back to set up a central advanced project group (under Dave, as Technical Director) for Hawker Siddeley Aviation Limited at Kingston, although he is particularly anxious not to have anyone know about it because of the possible effects that it may have at this end, so I would be glad if you could keep this as a bit of personal information.

The government or the R.C.A.F. have not given us any indication of the disposition of the ten Arrows that we have at Malton, five of which have flown, with a total of about 70 hours flying, and four of which are now in fly away condition. It occurred to me that, rather than grind them into the dust, so to speak, a couple of Arrows with spares cannibalized from the other aircraft might make very useful research vehicles for you, laid down at Boscombe, especially in view of the work you have been doing on Mach 2 transports, since, with the large armament bay, the aircraft would make an ideal research laboratory for equipment, models, etc., and would also, as I see it, be extremely useful in working out with the airport authorities, the general operation, approach techniques, etc., for a supersonic transport.

I talked to Dave about this just as I was leaving, and he said

..... 2

that he believed that Hawker Siddeley might be prepared to provide the maintenance crews, etc., and reasonable logistic support to enable a practical operation of, say, a couple of airplanes.

I don't know what you think about the idea, yourself, George, but it seems to me that if the aircraft are to be scrapped it would be a great pity, since they were behaving themselves extremely well, and that this might be a gift from the Gods, so to speak, in your supersonic transport research work.

The request for the aircraft would, of course, have to come from yourself and the British government through to the Canadian government, but I would not expect any serious opposition from our government, since, quite frankly, I think they are finding it difficult to make a decision to scrap the aircraft, but, at the same time, can't make up their minds what to do with it. Time, of course, would be of the essence. Perhaps you could let me know what you think, and if I can be of any further assistance on this.

I will be over to the U.K. again in or around June, and hope that we can get together for a quiet chat at that time.

Best regards,

Sincerely,

A handwritten signature in dark ink, reading "J. C. Floyd". The signature is written in a cursive style with a prominent horizontal stroke at the beginning.

J. C. Floyd,
Vice-President, Engineering.

JCF-kas