"When A.V. Roe Canada (Avro) was formed in December 1945, it would have been difficult to imagine that in little more than a decade, Avro would have designed, built and flown, the Jetliner, the Canuck fighter, the supersonic Arrow interceptor; the Orenda and Iroquois engines; produced almost 800 Canucks and more than 3,500 Orenda engines, and would have a research group working on supersonic transports and space vehicles.

Could it ever happen again? - Maybe, but it would require the incredible enthusiasm and talent that drove the teams at Avro and Orenda to such remarkable achievements.

We now have to look to our young Canadians to spark the future of technical excellence – nothing is impossible.

For those of us who were privileged to have participated in the trials, tribulations and glory of the Avro Canada era, it is sufficient to know that "We were there".

James C. (Jim) Floyd

Chief Design Engineer – Avro C102 Jetliner Chief Engineer – Avro CF 100 Canuck Development V.P. and Director of Engineering – Avro Arrow

October 8, 2003

Dova

1 SURGEST THE FOLLOWING NAME & CREDITS
AT THE BOTTOM OF THIS ITEM:

JAMES C. (JIM) FLOYD

FORMERLY: CHIEF DESIGN ENGINEER - AVRO CIOZJETLINER CHIEF ENGINEER - AVRO CF100 DEVELOPMENT V.P. AND DIRECTOR OF ENGINEERING -AVRO ARROW

OCTOBER 8, 2003,

## RIEASON

YOU CAN LEAVE OUT THE FANCY BITS AFTER
MY NAME SINCE AUTHOUGH THEY ARE ALWAYS USED BY
THE BRITS' WE DON'T USE THEM IN CANADA. ANYWAY,
IF THEY ARE USED, THERE IS A STRICT METHOD OF
PRESENTATION (NO SPACES). I AM ATTACHING A PRINTOUT
OF A CARD I WAS GOING TO USE AT A FUNCTION
TO WHICH I WAS INVITED IN THE U.K. BUT WAS NOT
WELL ENOUGH TO GO. IT ONLY INCLUDED THE MORE
IMPORTANT ONES. THERE ARE MANY MORE LETTERS'
PARTICULARLY FROM MY EARLY DAYS AT MANCHESTER
UNIVERSITY—COULEGE OF TECHNOLOGY ETC., BUT THE
BEST THING IS TO LEAVE ALL OF THAT OUT.

I INCLUDED THE CF100 DEVELOPMENT, SINCE ALTHOUGH JOHN FROST WAS CHIEF DIESIGN ENGINEER ORIGINALLY, WHEN I BECAME CHIEF ENGINEER ON ALL PROTECTS, I TOOK OVER THE DEVELOPMENT OF THE CF100 IN JAN, 1952 AND SPENT THE NEXT TYPS IN CHARGE OF THE TISAMS ON BOTH THE CF100 AND THE ARROW

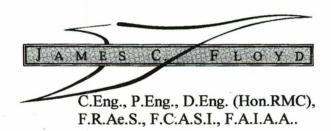
NO NEED TO MENTION CONCORDE IN THIS PARTICULAR PIECE OTHER YOU WOULD HAVE TO INCLUDE THE OTHER PIECE

OF MY WORK ON CONCORDE YOU COULD ADD SOMETHING LIKE THIS.

"AFTER THE ARROW CANCELLATION JIM FLOYD WENT ON TO HIGH TECHNOLOGY AVIATION & SPACE PRETECTS IN THE UK. INCLUDING Y ZONBULTANT TO THE BRITISH GOVERNMENT ON THE CONCORDER PROJECT."

HOPE THIS IS NOT TOO COURUSING.

I'm -



288 MILL ROAD, SUITE B17, ETOBICOKE ONTARIO, CANADA M9C 4X7 TEL: 1-416-622-7789

PRINTOUT OF CARD FOR U.K. PURPOSES.
NOTESPACING.