



"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

Doug,

I SUGGEST THE FOLLOWING NAME & CREDITS
AT THE BOTTOM OF THIS ITEM:

JAMES C. (JIM) FLOYD

FORMERLY : CHIEF DESIGN ENGINEER - AVRO C102 JETLINER
CHIEF ENGINEER - AVRO CF100 DEVELOPMENT
V.P. AND DIRECTOR OF ENGINEERING - AVRO ARROW

OCTOBER 8, 2003,

REASON

YOU CAN LEAVE OUT THE 'FANCY BITS' AFTER
MY NAME SINCE ALTHOUGH 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 - COLLEGE 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 DESIGN ENGINEER ORIGINALLY, WHEN I
BECAME CHIEF ENGINEER ON ALL PROJECTS, I TOOK OVER
THE DEVELOPMENT OF THE CF100 IN JAN. 1952 AND
SPENT THE NEXT 7 YRS IN CHARGE OF THE TEAMS ON
BOTH THE CF100 AND THE ARROW

PROJECTS IN WHICH I WAS INVOLVED.

NO NEED TO MENTION CONCORDE IN THIS PARTICULAR PIECE
OTHERWISE YOU WOULD HAVE TO INCLUDE THE OTHERS P.T.O.

IF YOU THOUGHT IT WAS IMPORTANT TO INCLUDE MENTION
OF MY WORK ON CONCORDE YOU COULD ADD SOMETHING
LIKE THIS.

'AFTER THE ARROW CANCELLATION JIM FLOYD WENT ON TO
HIGH TECHNOLOGY AVIATION + SPACE PROJECTS IN THE UK.
INCLUDING ^{MANY YEARS AS} CONSULTANT TO THE BRITISH GOVERNMENT ON
THE CONCORDE PROJECT.'

HOPE THIS IS NOT TOO CONFUSING,

Jim -



J A M E S C F L O Y D

C.Eng., P.Eng., D.Eng. (Hon.RMC),
F.R.Ae.S., F.C.A.S.I., F.A.I.A.A..

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NOT RE-SPACING.