

# Engineer's Second Dream Cut Down

Two years ago a welder's torch cut into the flawless skin of a sleek aircraft to end its controversial life and the dreams held by a man who had devoted his life to it.

Friday another plane was cut from the air by a change in Canada's defense policy. For James C. Floyd, aircraft engineer, it was the second great personal tragedy of his career.

For Mr. Floyd, vice-president in charge of engineering for Avro Canada Ltd., has been identified personally with Avro's successes and disappointments perhaps more than any other man.

Co-workers claim that his great concern with the development, early flights and finally abandonment of the ill-starred Avro Jetliner was responsible for his grey hair.

His disappointment was deep and lasting. For last year, six years after it became clear that the Jetliner would not be produced in quantity, Mr. Floyd was still reluctant to talk about it.

Now the Arrow has gone the way of the Jetliner: the Jetliner flew ahead of its time; the Arrow flew too late.

Although Mr. Floyd has experienced the two greatest disappointments of the Canadian aircraft industry, he has at least taken part in one of the most notable successes. He played a leading role in the design of the CF-100.

Mr. Floyd has received other

rewards too to compensate in some measure for the disappointments. He has won aviation honors for his work on the Jetliner and on the CF-100.

His first design work was with the Avro Anson—the famous, wartime creation which served as a training and an operational aircraft. He also did design work on the big Manchester and Lancaster bombers and was in charge of stress engineering on the York bomber.

In 1946 Mr. Floyd received the opportunity that all young men dream of. He was transferred by English Avro, as an

experienced engineer, to the company's new Canadian operation—an operation that actually formed the ground floor of Canada's postwar aviation industry.

Soon after he arrived he began work on a new plane that was to herald by almost 10 years the arrival of commercial jet aviation on this continent. Avro had decided to enter the commercial jet race; its entry was the Jetliner.

For months Mr. Floyd set an example to the Avro design team. He worked night after night, long hours day after day, living and breathing a concept

that was to be years ahead of its time.

Two years after design started the Jetliner flew for the first time, on Aug. 10, 1949.

But the Korean War started and the need for a Canadian military plane overshadowed the glory of peacetime record smashing.

The Jetliner was dropped and the firm concentrated its efforts on the CF-100.

On June 19, 1950, the CF-100 made its first flight and Mr. Floyd, part of the team which made that brilliant success possible, could feel some pride in this accomplishment.

By 1952, rumors of a new plane—one that would fly at supersonic speeds—were stirring the industry. And after a few false starts it was confirmed that Avro was building such an aircraft.

By this time, Mr. Floyd was named vice-president of engineering. The Arrow was the new plane and it succeeded the Jetliner and Mr. Floyd's passionately consuming interest.

In the meantime, Mr. Floyd was receiving the tribute of the aviation world. For his work on the Jetliner he received the 1950 Wright Brothers' Medal for meritorious contribution to aero engineering. He was the first outside the United States to receive the coveted award.

In September, 1958, Mr. Floyd was invited to another select circle. He delivered the Commonwealth lecture to the Royal Aeronautical Society—the fifth Canadian so honored.

But the most satisfying experience occurred only a year ago. On March 25, 1958, test pilot Jan Zurakowski sat in the cockpit of the wedge-shaped Arrow on the Malton runway and made the final decision that sent one of the world's greatest aircraft hurtling into the sky for the first time.

It was Jim Floyd's aircraft more than anyone else's.

## Arrow Was James Floyd's Plane