

Mr. David Onley,
President,
Aerospace Heritage Foundation of Canada.

February 6th. 1989.

Dear David,

I am writing this note after a lot of agonising and soul-searching. It concerns my future participation at the working level of the AHFC.

The approaching activities to highlight the thirtieth anniversary of the demise of the Arrow and A.V.Roe Canada, and a couple of recent related incidents, have resulted in a reassessment of the advisability of my continued participation in this important project.

Perhaps a reiteration of the past might help to clarify my feelings.

After Black Friday, although I immediately became involved in other edge-of-technology activities, it took me an awful long time to get over the loss of my Avro engineering team and my other friends at Avro. After about a decade, time was beginning to heal the wound, although, whenever I had the opportunity to meet old friends or old colleagues from those days, I could feel the anger and frustration rise again as we talked about the demise of the company and all of it's promise.

When I retired and we returned to spend the rest of our days in our favourite city, I was hoping that involvement in the more pleasant pursuits that Toronto and environs had to offer, might help to exorcise the memory of Black Friday. As I am sure you can guess, it hasn't turned out that way at all! In addition to the current spate of what can only be described as Arrowmania, we have the frequent emergence of garbage like the Morton books and the Bliss article in the Globe and Mail. This not only opens the wounds again, but I find myself spending a great deal of my time trying to put the record straight and tell it as it really was.

I can certainly understand why Chamberlin, Lindley and Grinyer have always refused to get involved in any reliving of those days and can also understand why Smye went to Portugal to get away from it all and why Gordon died of alcohol poisoning only a few years after the A.V.Roe disaster, while still a young man. It left it's mark on all of us.

I have stayed involved in the various commemorative activities because I wanted to help our young Canadians to understand what

Canada is capable of achieving, given the right environment and to try to encourage them on to new and exciting endeavours in their own right. However, after thirty-six years of living with the Arrow saga (live, dead and resurrected) I now realise that I have to call a halt and try not to dwell solely on one project in which I was so deeply involved for around six or seven years, to the exclusion of the memory of all of the other exciting things that happened in the almost sixty years of involvement in this crazy business of aviation.

I know that what you and the group of friends in the AHFC are trying to do is with real sincerity and concern for the future of our young ones and you have my admiration and moral support in that. For my part, with the current prognosis on my health and the thousand and one things still to be done in the 'borrowed' time left, I now have to establish priorities. So, putting all of these things into the pot, I have reluctantly decided to retire from any real participation in the AHFC and the Arrow project in particular.

This decision may actually turn out to be the best for all of us anyway, since there can then be no accusation that this is an ego trip for Floyd!

I wish you and my other friends in the Foundation every success in what you are trying to achieve and hope that you can all look forward to the great day when those Aeroplace doors finally open. You will indeed deserve it.

Sincerely,

A handwritten signature in dark ink, reading "Jim Floyd." The signature is written in a cursive, slightly slanted style. A long, thin horizontal line is drawn above the signature, starting from the left margin and extending past the end of the name.

Jim Floyd.