

These two men have contributed many things to the CF-105 program. It would be unfair to single handedly give them all the credit. A.V.Roe Canada's motto was "The Next Big Step". With those words, the next big step was with the shareholders across Canada to Crawford Gordon and Fred Smye, the Arrow wasn't just a program but a tight knit community that became family. After the Arrow was cancelled, most of the "ex-Avro employees" began to "move" out. They didn't move out to seek better opportunity, they moved out because they were shunned by their country. Many people were dismayed that the Arrow was cancelled and that they were not just going to lose national prestige, but some very close friends.

*"I knew four people that worked at the plant in Malton and they were from Saskatoon.
Now three of them are working in the States for NASA."*

- D. MacPherson

Following termination, Jim Floyd and Janusz Zurakowski, went their separate ways. The following, is of some ex-Avro employees who found work after the Arrow.

Jim Floyd was offered several jobs in the U.S. but chose to work as Chief Engineer in Hawker-Siddeley Aviation in England. He and many "ex-Avro Canada" engineers carried out studies on military and space technology in the areas orbital and horizontal take off vehicles. Jim Floyd became a consultant for the Concorde passenger jet from 1965-1973. He retired in 1980 and moved back to Canada with his family.

Jim Chamberlin was probably the most brilliant man that ever graced the aviation industry. Along with Guest Hake, Bob Lindley and Jim Floyd, Jim Chamberlin rounded out the Arrow Developmental Team. Those who had worked with Jim Chamberlin said he was focused and pursued his job with passion and diligence. His job as Chief Aerodynamicist focused on the integral structure and how well the Arrow would fly at supersonic speeds. He rarely was wrong with respect to what could be expected from the plane he was working on.

After the Arrow, Jim Chamberlin and 25 others went down to NASA to work. He was in charge of engineering on the *Mercury* Project and played a colossal role in the capsule used by John Glenn. Jim also directed the *Gemini* project and was a key player with the *Apollo* missions. Jim Chamberlin died in 1981 at the age of 65. At the time he was working at McDonnell at the Johnson Space Centre in Houston.

Bob Lindley, the chief engineer at Avro, went to work at McDonnell Aircraft in St. Louis. He too worked on the *Gemini* project through McDonnell. Lindley joined NASA and became director of engineering and operations of space flight and went to the European Space Agency as a consultant for "Spacelab".

Mario Pesando, the chief of project research, moved to Massachusetts and worked on the *Saturn V* project for NASA. John Hodges, Fred Matthews, Chris Kraft and Tex Roberts also made their mark at NASA. There are many more Avro engineers that went onto a successful career not necessarily in space programs but in other aeronautical industries. They were hired at Boeing, McDonnell Douglas, Hawker-Siddeley, Fokker Aviation and the list goes on. In an essence, these people became our ambassadors for greater things to come. Ironically, most of the engineers at Avro went down to NASA to fulfill Kennedy's dream to put a man on the moon.