

Would Take the Lot

## Jobs Open in Britain For Avro Engineers

By CLARK DAVEY

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Ottawa, March 3—The Hawker-Siddely Aircraft Group, English parent of Avro Aircraft Ltd. and Orenda Engines Ltd., is prepared to take back to the United Kingdom all the Avro engineers who want to go.

The offer came today from Sir Roy Dobson, central figure in the Hawker-Siddely group and chairman of the board of A. V. Roe (Canada) Ltd., after two days of meetings with cabinet ministers and officials of the Government.

Asked if his visit here had enhanced the prospects for the Canadian company crippled by cancellation of its Arrow interceptor program, Sir Roy replied with a heartfelt:

"Oh God, I wish I knew."

"We've tried hard enough," he added, "but that's still the \$64 question."

The British aircraft leader would discuss only one specific proposal; the desire of the A. V. Roe management to get the Orenda engine plant at Malton much deeper into the field of nuclear reactors and equipment. But he categorically denied that there was any proposal or plans to have a nuclear-powered aircraft produced in Canada.

But Sir Roy, finally meeting a few members of the press who had tried to find him for two days, was emphatic about his desire to take all the good Avro engineers for whom there isn't work in Canada back to England.

"I'll take the lot," he said. "Absolutely. I'll take all I can get."

He indicated that some of the Avro engineers might not want to leave Canada and that others

might prefer to go to high-paying jobs in the United States.

He said he would take them from the chief down but didn't make clear whether this referred to Crawford Gordon, A. V. Roe president, or James Floyd, the company's design chief.

However, Sir Roy said that he would like Mr. Floyd back in England if there wasn't work to keep him in Canada. "I sent him out," he said, "and I'll be jolly glad to take him back."

He added that the designer wouldn't be permitted to get away from Avro or its parent as long as he had anything to do with it.

Discussing alternatives for the more than 11,000 Avro workers who have not been called back to their jobs, Sir Roy said Government acceptance of some of the proposals put forward by the company would provide work for quite a number of men and women, but how many, he reiterated several times, he just didn't know.

Asked if an order from the U.S. Government for Avro's flying saucer which is scheduled to fly next month would mean work for many of the company's personnel, Sir Roy replied that it would depend on the size of the order.

If the United States ordered 100, he explained, they could be turned out by a relatively small team. But an order for 1,000 would be quite different.

He said the proposals he had been discussing with Prime Minister Diefenbaker and three of his cabinet ministers didn't differ very much from those discussed by the Government and Avro's Canadian officials last week.

This bolstered first reports that his special flying visit was made to restore relations between the company and the Government. It was also an opportunity for him to try out his famous sales ability on this relatively new government.

Sir Roy and J. S. D. Tory, A. V. Roe vice-president and director who accompanied him, saw Mr. Pearkes for about 15 minutes this afternoon before finally agreeing to see the press, whom they had been dodging for two days, in Mr. Pearkes' office.

Earlier they had seen Defense Production Minister O'Hurley briefly before a morning cabinet meeting. They had hoped to pay a farewell courtesy call on the prime minister but he was tied up preparing a speech for today's session.

Sir Roy said he expected to fly on to Toronto tonight "if this blasted snow ever stops."

The British industrialist, weary after his flight and two days of conferences, said he wasn't free to discuss the proposals being considered by the Government. He said the Government had asked that they be kept confidential.

The Government, in turn, said that it was at the company's request that the tight secrecy screen was thrown around Sir Roy's visit to Ottawa.

Sir Roy said in answer to a question that he didn't know whether the proposals were minor or not. Only minutes earlier outside the same office, Mr. Pearkes had suggested any new proposals from the company were minor and concerned only with personnel. He even accepted a newspaperman's interpretation that they were not very worthwhile.

But the minister emphasized whatever proposals were put forward would get the serious consideration of the Government.

Sir Roy said he hadn't been trying to play games with the press but "at this stage it just

doesn't suit our book to talk about this."

He added that the less said about the problem, other than the bald facts of the case, the better from the company's viewpoint.

He elaborated on only one of the company's proposals — to build commercial nuclear reactors in the Orenda Engines Ltd. plant which had been developing and producing the Iroquois power plant for later versions of the Arrow.

He said Orenda, already doing some nuclear reactor work, wants to move into the field in a much bigger way. Asked if the company was interested in large power reactors or small package units of the kind to be needed in the Canadian north, Sir Roy explained that Hawker-Siddely nuclear power was a separate company for reactor research, testing and proving of all kinds of nuclear equipment. This organization, which has a direct link to the Orenda company, has designed several kinds of reactors.

He explained that it farmed out the manufacturing of parts to the various firms in the larger group.

Sir Roy and Mr. Pearkes were both extremely firm in their denial, however, of any proposal to the Canadian Government for participation by Avro and the Government in a nuclear-powered aircraft.

Mr. Pearkes frowned first and then laughed when asked about the nuclear-powered aircraft report. "I certainly haven't heard of it," he said.

Sir Roy confirmed that no such proposal had been made either to the cabinet ministers or the officials below cabinet rank with whom he had talked.

He confessed the company had done a lot of thinking about nuclear-powered aircraft but had never gone beyond lines on paper. He said he didn't like to see the idea exaggerated.

Such an aircraft, because it was only on the drawing board, couldn't be produced for several years and wouldn't be produced ever unless some government, British, Canadian or someone else, came to the company's aid.

Sir Roy also dismissed any suggestion that the British company was thinking of diverting some of its own contracts to the Malton plants.