

# AVRO Helped Pay Taxes To Prosper Brampton

By VAL SEARS  
Telegram Staff Reporter

Avro is a \$40,000,000 industrial giant that has jet-plumed the skies of a dozen countries with Canadian fighter aircraft.

In the 14 years of its existence it produced 692 CF-100 all-weather interceptors, 3,794 Orenda jet engines, five CF-105 delta-wing Arrows and a commercial jet transport.

It also paid 16 per cent. of Toronto Township's tax bill.

At Avro-Orenda's production peak in 1953 it employed 15,000 men and women — 1,240 more than work there today.

And into the cash registers of the town of Brampton alone — where 1,100 employees live — it pours \$5,500,000 annually.

## BOGGED DOWN

The jet-fast financial career of Avro-Orenda—made up of Avro Aircraft Ltd. and Orenda Engines Ltd.—had its beginnings at a time when the Canadian aircraft industry was propeller-deep in mud.

During World War II the industry had turned out more than 16,000 aircraft in a manufacturing assembly operation of designs produced by the United States and Britain.

When the war ended so, it appeared, did the industry.

In 1943, however, Roy (later Sir Roy) Dobson, managing director of A. V. Roe Manchester and a member of the great Hawker Siddeley Group of British aircraft manufacturers, had visited the old Victory Aircraft plant at Malton.

Impressed with its potential, he returned in 1945 and after discussions with Reconstruction Minister C. D. Howe, wound up owning the assets of Victory Aircraft.

## FIRST EMPLOYEE

He named Fred Smye, a young executive with a Crown aircraft company — he's now chairman of the Boards of Avro Aircraft Ltd. and Orenda Engines Ltd.—as the first salaried employee of the new company.

When A. V. Roe Canada Ltd. took possession Dec. 1, 1945, there were 300 survivors of some 9,600 people who had worked at Victory Aircraft during the war.

The Lancaster production lines were empty—but not for long.

A. V. Roe took over a jet-design company called Turbo-Research and immediately began construction of jet engine called the Chinook.

Out of the Chinook grew the mighty Orenda, baby brother of the still more powerful Iroquois.

## PRODUCE JETLINER

A. V. Roe now began work

on a commercial jet transport to be called the Jetliner for use by Trans-Canada Air Lines.

On Aug. 10, 1949, the Jetliner took to the air—only a few days behind the British Comet which had hopped a few feet earlier.

Although a distinct success, the Jetliner program was scrapped when the Korean war began and A. V. Roe had a twin-engined all-weather interceptor called the CF-100 on the lines and ready to go.

The CF-100 program cost \$760,000,000 for airframes and engines by the time the last plane rolled off the line on Dec. 4, 1958.

In addition, Orenda sold \$135,000,000 worth of engines to power the Canadian-built Sabre.

## THE CF-105

On March 25, last year, the gleaming white, delta-shaped CF-105 Arrow Interceptor was flown—first of a contracted 37 planes at a development and construction cost of \$400,000,000.

Five Arrows have been produced so far and several more are on the production line.

As Avro-Orenda grew, the company was split, A. V. Roe Canada Ltd. becoming the holding company for Avro Aircraft Ltd., and Orenda Engines Ltd., two of some 43 companies of which it became parent.

A. V. Roe Canada Ltd.—now producing everything from coal to nails—is in itself a child of the mammoth Hawker Siddeley group of companies in England.

## TREMENDOUS IMPACT

The economic impact of Avro-Orenda on Toronto Township and on the financial climate of Southern Ontario in general has been tremendous.

More than 30,000 people are wholly or partly engaged in working on the Arrow program.

Some 650 companies supply Arrow parts. Avro-Orenda's direct annual wage bill amounts to \$70,000,000.

The end of the Arrow program — although it would

probably take more than a year to run off the last of the 37 contracted Arrows—means the death of an estimated 30 companies.

Toronto Township has an outstanding debt of \$2,400,000 for water, roads and sewers in the Malton area.

The present Avro - Orenda working force of 13,760 would be cut to a hard core of 2,000 men working on Avro's Project Y, a sort of experimental flying jeep and servicing and production of Orenda engines.

It is estimated some 2,000 engineers and technicians and families would have to leave the country to find work.

## THE FUTURE?

Neither Avro Aircraft Ltd. president John L. Plant nor A. V. Roe Canada president Crawford Gordon have given any indication of what is in store for Avro-Orenda.

Project Y, even if it were successful, could not employ the numbers of men now at work at Malton; no new military orders have been even suggested and the design of a wholly new commercial project would take years.

What plans—if any—Sir Roy Dobson, managing director of Hawker-Siddeley, or Sir Thomas Sopwith, chairman of the group have for Avro-Orenda no one knows.

Canada's role as a supplier of Canadian-designed fighter aircraft to the free world's defense apparently has ended.

DAILY TELEGRAM