

● PROJECT Y?

● IROQUOIS?

● JETLINER?

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Telegram Staff Reporter

Out of the ashes of the Avro Arrow may some day come a 1,000 mph jet replacement for the Viscount commercial airliner.

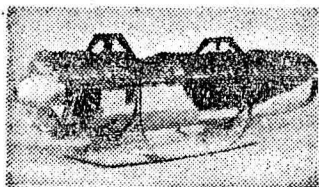
This is one of the projects in a "disaster program" that has been under study by A. V. Roe Canada Ltd. since the first ominous warnings of the fate of the Arrow came last September.

Although Avro policy makers were absolutely confident up until the moment of Prime Minister Diefenbaker's statement that Arrow production would be continued, a good deal of top-level thinking has gone into an Arrow replacement program.

But whatever the replacement is, production of any new airplane at Avro is at least four years away.

THE IROQUOIS

Orenda Engines Ltd. is in a slightly better position.



The Iroquois engine, designed for the Arrow and now nearly ready for mass production, is potentially saleable outside Canada.

"We'll sell this engine somewhere," said an Avro official bitterly yesterday.

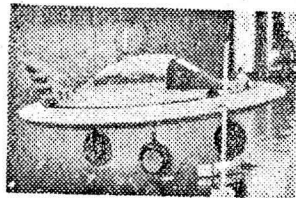
"Maybe the Chinese

IROQUOIS ENGINE

"We'll sell it somewhere" would like it."

The Iroquois is not an economic engine for commercial use, but fighter planes in the United States could be modified to take it.

Avro's Project Y, a vertical take-off flying jeep known as the Aerocar, is under development for the United States Air Force; but even if it were successful and purchased by the U.S., its production could not employ nearly the number of men necessary on the Arrow lines.



AEROCAR

Avro working on one

to shut down the plant immediately will scatter Avro's highly-successful design and technical team.

It will be extremely difficult to build up a specialist staff as the men look for new jobs.

Why did A. V. Roe decide to fire all its employees so quickly, a decision described by Doug Hamilton, secretary-treasurer of the Ontario Federation of Labor as a squeeze play by the company against the Government?

"Who was going to pay the wage bill on Monday?" asked Ron Williams, assistant to the president of A. V. Roe Canada Ltd.

"It was as simple as that."

About 2,000 men will be retained on the payrolls of Avro Aircraft and Orenda Engines to continue work on the Flying Jeep and maintenance and replacement orders for Orenda engines.

GERMAN ORDER

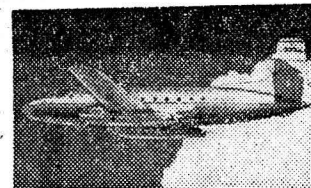
Orenda has a \$6,000,000 order from the West German government for engines to power CF-100s but a substantial portion of this can be supplied from engines already in stock.

Production of a military fighter designed in the United States on Avro lines is now regarded as impractical—not only because of the time lag involved but also because of the deter-

mination of the Defense Department to rely for Canada's future defense on missiles.

Avro's experience with the Jetliner—the first commercial jet to be flown in North America and, but for a few days, almost the first in the world—should give it a headstart in the design of a replacement for the Viscount.

The Jetliner, although technically successful, was scrapped when the Korean war began and the Canadian Government wanted CF-100 fighters.



1,000 MPH

Avro's preliminary thinking indicates there is a market for a jet transport in the 1,000-mph range, able to make 600-mph hops from city to city at reasonable per-mile costs.

"But we have to be certain we are not duplicating any similar studies being conducted in this field elsewhere in the world," Avro Aircraft Ltd. President John L. Plant said.

W. J. (Spud) Potocki, Avro's chief test pilot, says he sees the Arrow as a test vehicle for research into supersonic flight by commercial airlines.

"This is not the end of the Arrow, I'm sure," he said. "Better counsels will prevail."

"We have all the facilities at Avro for recording the full story of supersonic flight — to test the theories."

"Before we can talk about a commercial airliner at a Mach 4 speed, we have to know what happens at Mach 2 plus."

"We can find these things out with the Arrow."

JETLINER

Technically successful

FINISHED FOR YEARS

The white-faced shock with which President Plant heard the news that the Arrow was dead is indicative of the fact that Avro Aircraft is finished as a producer of airplanes for several years to come.

The lead-time from drawing board to first flight of any modern aircraft is at least three years and Avro hasn't had even a nibble.

"Who is going to put up the money for a whole new development program?" asked Mr. Plant.

"We don't know."

It is not inconceivable that England's wealthy Hawker-Siddeley group, parent company of A. V. Roe, could bankroll a new airplane but there would have to be a virtual certainty it could be sold in quantity.

Avro has other experimental projects on the drawing boards, President Plant said, but they are still practically in the visionary stage.

Avro-Orenda had piled all its economic eggs in one government basket.

Yesterday, it learned the price.

DAILY TELEGRAM