

Text of Statement by Crawford Gordon on Arrow

Following is the text of a statement by Crawford Gordon, president of A. V. Roe Canada Limited:

As I indicated in my brief statement on Friday, the prime minister's announcement cancelling forthwith the Arrow and Iroquois programs came as a complete surprise to the company. We received no advance notice whatever of the Friday announcement itself nor did any Government department seek prior consultation with the company to arrange for an orderly and gradual cease-work procedure.

Official notification of cancellation was received by telegrams from the Department of Defense Production ordering an immediate cessation of work. Avro Aircraft received its wire at 12:26 p.m. and Orenda Engines at 12:49 p.m., Friday, Feb. 20.

As a result, Avro Aircraft and Orenda Engines had no alternative but to suspend all operations until:

1. It could be determined those employees who in accordance with the seniority provisions of our union agreements are eligible for employment on those contracts unaffected by the termination order, and
2. Clarification can be obtained as to the Government's long-term intention and wishes in respect of the Malton technical and production personnel and facilities.

Only then will we be able to determine the full impact on our aeronautical operations and work force.

In the meantime we are doing our utmost to resume work as soon as possible on contracts still in existence. Our personnel departments have been working round the clock since Friday establishing seniority rights so that we can start recalling those eligible for re-employment as soon as possible. We expect some will be recalled today.

To the men and women thrown out of work because of this abrupt announcement, I offer my sincere sympathy. Such drastic action would not have been necessary if there had been prior consultation and if the Government had taken the company into its confidence, and advised us in advance of its intentions. This

would have permitted an orderly and gradual adjustment of seniority and related staff problems and given employees a chance to seek other employment.

Since the prime minister's original announcement Sept. 23, which cast doubt on the future of the program, the company has repeatedly proposed to various Government departments and even to Mr. Diefenbaker himself, alternate programs for the useful employment of the technical resources that have been assembled at Malton and which are second to none in the Western world. However, the Government has not seen fit to discuss these matters or consult with us in any way.

Some of the proposals and programs that have been suggested are, as follows:

1. Produce the Arrow to meet Canada's defense requirements. The annual cost would be no greater than the mid-1950 fiscal year expenditures for the CF-100 and the Orenda engine.
2. A program to replace the RCAF's Orenda Sabres attached to NATO with a Cana-

dian-produced aircraft and engine. Our companies are the only Canadian firms with the design and engineering experience required to produce the type of aircraft required for this replacement.

3. Design and development of a jet transport for TCA, other Canadian airlines and the RCAF and which would have export possibilities. We have been led to believe that a replacement for the Viscount is required. This could be undertaken at Malton by the same engineering team that produced the Jetliner, the first jet transport in North America—by many years.
4. Acceleration of development and production of a revolutionary type vertical take-off family of aircraft, now under development at Malton and financed jointly by the company and a foreign government. If successful, competent authorities tell us that this project will represent a major scientific breakthrough in aeronautics.
5. Enlargement of the design engineering work now being done by Orenda Engines in conjunction with Atomic

Energy of Canada in the development of commercial nuclear power.

6. Initiate and participate in a Commonwealth pool for the exploration of space or to participate on some mutually acceptable basis in United States space programs. Our companies have proposals which they feel could put an object into orbit with a relatively small expenditure.

These programs and proposals have a direct bearing on the future use of the extensive aeronautical facilities that have been assembled at Malton at great cost. However, they are contingent upon Government policy and wishes.

In a final effort to resolve this vitally important matter and retain at least some of these technical skills and facilities, I wired the prime minister Friday afternoon as follows:

"As a result of telegrams of termination of the Arrow and Iroquois programs, have found it necessary to suspend all operations at Malton with exception of essential plant protection. Our officers meeting with officials of the Department of Defense Produc-

tion Monday to discuss termination procedures. Earnestly request meeting with yourself and ministers of national defense and defense production at your earliest convenience to discuss future government wishes in connection with employment of Malton facilities, technical personnel and labor force."

Until such a meeting is held and until the government makes clear its requirements as far as the Malton facilities are concerned, nothing more can be said about the future of Malton, its work force, its technical personnel and indeed the future of Canadian aeronautical research itself.

Engineer's Second Dream Cut Do



PRESIDENT and general manager of Avro Canada is Crawford Gordon, Jr., above

er's rewards too to compensate in some measure for the disappointments. He has won aviation honors for his work on the Jetliner and on the CF-100.

His first design work was with the Avro Anson—the famous, wartime creation which served as a training and an operational aircraft. He also did design work on the big Manchester and Lancaster bombers, and was in charge of stress engineering on the York bomber.

In 1946 Mr. Floyd received the opportunity that all young men dream of. He was transferred by English Avro, as an

experienced engineer, to the company's new Canadian operation—an operation that actually formed the ground floor of Canada's postwar aviation industry.

Soon after he arrived he began work on a new plane that was to herald by almost 10 years the arrival of commercial jet aviation on this continent. Avro had decided to enter the commercial jet race: its entry was the Jetliner.

For months Mr. Floyd set an example to the Avro design team. He worked night after night, long hours day after day, living and breathing a concept

that was to be years its time.

Two years after d the Jetliner flew time, on Aug. 10, 1

But the Korean and the need for military plane ov the glory of peacel smashing.

The Jetliner was d the firm concentrate on the CF-100.

On June 19, 1950, made its first flight Floyd, part of the made that brilliant; sible, could feel sor this accomplishment

By 1952, rumors plane—one that w supersonic speeds—ring the industry. A few false starts it w ed that Avro was bu an aircraft.

By this time, Mr. named vice-preside neering. The Arro new plane and it su Jetliner and Mr. F sionately consuming

In the meantime, was receiving the tr