



NEWSMAGAZINE

PUBLISHED TWICE MONTHLY BY AVRO AIRCRAFT LIMITED

Arrow And Iroquois
Programs Outlined
To Shareholders
Of A.V. Roe Canada



Sir Roy Dobson Reviews Year Of Group Progress At Roe Annual Meeting

MORE than one third of a billion dollars annually is being piped into the Canadian economy through the operations of the A. V. Roe Canada Limited group of companies, Sir Roy H. Dobson, Chairman of the Board of Directors, told the annual meeting of Roe shareholders last Monday.

Sir Roy said that \$183 million was paid out directly in wages and salaries to Roe's 41,000 employees in the 1958 fiscal year. He said a similar amount was paid out for material for 6,300 different subcontractors and suppliers. An additional \$20 million went for Federal, Provincial, and Municipal taxes and such things as Workmen's Compensation and Unemployment Insurance. A further \$41/2 million was accounted for in pensions paid or contributions to pension funds. (These figures include Dosco and Dominion Coal Company for 12 months. In the consolidated report on Roe's operations, however, Dominion Coal was not included and figures on Dosco were for ten months only.)

Industrial Expansion

Sir Roy said that the figures on expenditures and employment coupled with the fact that the great majority of Roe's 16,000 shareholders live in Canada, show the extent to which Roe has become "an integral part of the Canadian economy."

He said that Roe's policy of diversification had already made the industrial (as opposed to the military) side of the business so large that it now accounts for "at least half of our total activity." He added that this ratio can be expected to increase "provided we are successful in bringing to fruition all those plans we have in mind."

Sir Roy said that "Canadians have proved to the world that, in the fields of science, research, development and manufacture, they are a power to be reckoned with"

Recalling such achievements as the (Continued on Page 5)



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Defence And Technical Authorities Endorse Manned Interceptor Need

As a supplement to his statement to A. V. Roe Canada Ltd. share-holders last Monday, Group president Crawford Gordon distributed the following list of quotations to those present at the meeting:

Following are a number of quotations from American defence and technical authorities on the need for the Manned Interceptor as an integral part of the North American air defence system. However, the most effective summation of the essential role of the Manned Interceptor has been given by our own Minister of National Defence in testimony before the Parliamentary Standing Committee on Estimates in July of this year when he

"The developments in guided missiles both surface to air, and air to air, and the use of atomic warheads on these missiles, show great promise of increasing the effectiveness of our air defence. There are, however, important factors necessitating the continued use of Manned Interceptors in the air defence system for many years indeed, for as far as we can see in the future since the final and critical decision to launch massive retaliation may well depend upon a positive identification of a number of unknown aircraft in the system of hostiles and since failure to launch our defensive and retaliatory forces in time could bring about a decisive defeat of unprecedented magnitude, the inclusion of manned interceptors able to assist in the problem of identification is essential.

"The supersonic manned interceptor is the development of a proven weapon, whereas the long-range surface-to-air missile is as yet untried. . . . Manned interceptors possess flexibility in deployment; for example for reinforcement or replacement purposes during or following a major attack. They can also be recovered or recalled after launching, whereas missiles cannot. Every weapon has its own particular strength and weakness. There is consequently merit in a mixed weapon system wherein the weaknesses of one may be covered by the strength of another. A bomber, carrying a man and subject to his control, may vary its tactics as circumstances demand in a manner which cannot be predicted. Thus the manned interceptor has a greater capability in the face of enemy counter measures than has the pure missile system.

"In summary therefore, as long as the threat includes manned weapons, it is prudent to retain manned defensive weapons which have similar tactical flexibility."

Dr. George E. Valley, Chief Scientist USAF speaking before the Air Force Association, February 26, 1958:

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"The reason I am making this talk is that too many people take missiles for granted; they have come to feel, be-

cause missiles are new and remarkable feats of technology, that they must automatically be superior weapons, and will therefore, inevitably be adopted. This is too simple a view; missiles are indeed new weapons, but they are additions to our armament; their properties are complementary to those of the manned airplane."

Gen. Thomas D. White, Chief of Staff, USAF speaking before the Air Force Association, September 26, 1958:

"Our forces of the future will require both manned and unmanned systems to perform our mission. Our objective is to build a force with a close working relationship between the manned and unmanned systems . . . thus exploiting the best featured of both systems, to increase the rate of application of firepower."

Wm. Holaday, Director of Guided Missiles for the U.S. Department of Defence as quoted by Representative Flood of the House Appropriations Committee, September 30, 1958:

"The U.S. needs long-range manned interceptor aircraft to obtain early attrition on enemy raids and to assist in the identification problem. The manned interceptors are backed up with somewhat shorter range Bomarcs."

General Thomas D. White, Chief of Staff, United States Air Force, in an address to: DOD Joint Civilian Orientation Conference No. 25, Pentagon, On October 4, 1957.

"There has been some talk that the integration of missiles into the air defence system spells the end of manned interceptors. I feel, however, that the manned interceptors will have a place in air defense for many years to come.

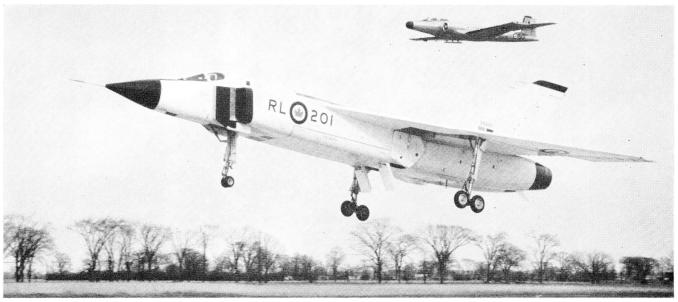
"A missile possessing the capability to identify between friend and foe has not yet been developed, nor do I anticipate such a development for some time.

"Furthermore, the range of the interceptors is very valuable in providing a capability to destroy enemy aircraft while still distant from their targets."

Lt. General C. S. Irvine, Deputy Chief of Staff, Materiel, United States Air Force, in an address to: National Defence Transportation Association, Washington, D.C., on November 21, 1957:

"In the air defense area, positive identification of attacking bombers can now be made only by the man in the aircraft. Verification of kill can be done only by the manned interceptor. And—most important of all, manned interceptors could

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Supersonic Arrow landing at Malton after test flight. CF-100 chase plane is seen above it.

Arrow And Iroquois Programs Outlined In President's Speech To Shareholders

IN his report to the Annual Meeting of shareholders on Monday of this week, Crawford Gordon, President of A. V. Roe Canada Limited made the following statement on the Arrow and Iroquois programs:

"On September 29, a brief report dealing with the Prime Minister's statement on Air Defence was mailed to each of our shareholders. Despite the interpretation which has generally been put on the Prime Minister's statement, I said in that report that we were confident that the CF-105 Arrow and the Iroquois engine would be ordered into production when the program is reviewed in March. In response to many requests from shareholders for some enlargement, I would like now to outline to you the reasons for this confidence.

"First: For the foreseeable future the manned interceptor will continue to be an essential part of the North American defence system. Pilotless interceptors, such as the BOMARC, complement it but cannot effectively replace it.

"Secondly: The ARROW was specifically designed to fit the RCAF requirement for a manned interceptor in the time period involved and we believe that it still best fits that requirement.

"Thirdly: The economies made possible by changing the fire control system and armament, together with other economies which can be effected in the program, have reduced the unit cost of these aircraft to a point which we believe to be compatible with the Canadian economy.

The Need For A Manned Interceptor

"In regard to the first of these points; the inherent flexibility of the manned interceptor establishes it in a major role in the air defence system. We cannot rely solely on a "Maginot Line" of fixed missile installations. This view

was re-affirmed as recently as last Thursday by Air Marshal C. R. Slemon, Deputy Commander-in-Chief NORAD and former Chief of Staff, Royal Canadian Air Force. Speaking to the Canadian Industrial Preparedness Association he said:

"It is a safe forecast, therefore, that an aggressor's offensive air strategy is unlikely to rely on ballistic missiles alone for a considerable number of years. This situation forces us to maintain and improve our air defence system to cope with the manned bomber threat, and to employ manned interceptors in our system for as long as the manned bomber is part of the threat. We cannot ignore the manned bomber because if we fail to maintain our ability to ward it off, a bomber attack, by itself could be decisive against us."

"In further confirmation of what Air Marshal Slemon said, I would like to

ARROW No. 4 AIRBORNE

At press time, the fourth production Avro Arrow took off on its initial test flight. At the controls was Chief Experimental Pilot Spud Potocki. The flight lasted about an hour and involved normal checking of instrumentation.

quote the Hon. James H. Douglas, Secretary of the United States Air Force. Speaking on September 27 of this year at the annual meeting of the Air Force Association: he said:

"'I believe Soviet statements that a new long-range bomber has been flown. This development, of course, emphasizes the importance of our own advanced bomber programs and of our long range interceptor and air defense missile programs.'

"This reasoning is borne out by the

fact that the United States not only has a manned interceptor under development for the same time period as the Arrow, but has initiated another one for a later time period.

"Before leaving this point I would like to clarify a misconception which may have arisen in the public mind. This misconception is that pilotless interceptors such as the Bomarc are effective against ballistic missiles whereas the Arrow is not. This is not true. Both are complementary (not alternate) means of defence against manned bombers. Both are needed to provide the most effective answer to this threat.

The Superiority Of The Arrow

"If the views of responsible defence authorities, as to the need for manned interceptor aircraft are accepted, there is no question that the Arrow can best fill that role for the RCAF. In his September 23 statement, the Prime Minister himself said:

"...the Arrow aircraft and the Iroquois engine appear now to be likely to be better than any alternative expected to be ready by 1961....

"He also said:

"'The Arrow supersonic plane has already thrilled us with its performance its promise, and its proof of ability in design and technology.'

There are three Arrows flying now and the fourth is due for its first flight momentarily. The flight test results, so far have been encouraging beyond our best expectations. The aerodynamic data has been such, for instance, as to indicate a very substantial improvement in radius of action over the specification requirement. These factors, along with the weight and space savings resulting from the change in the fire control system and armament,

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Roe President's Speech Outlines Arrow And Iroquois Programs

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have materially increased the margin of superiority which this aircraft enjoys over other manned interceptors available in the time period.

Now With Regard to the Economics . . .

"The change in the fire control system and armament has resulted in substantial reductions in the overall cost of the program, as indicated in the Prime Minister's statement. We have analyzed the implication of these changes, and they have reflected further savings in the program. In addition other economics have been proposed. As a result, we presently estimate that we can produce 100 Arrows, complete in every respect, including the cost of the engines and fire control system, and excluding only the missile armament, for a cost of approximately \$3,500,000 each. The average cost of the next 100 aircraft, similarly complete, would be on the order of \$2,600,000 each.

"The figure previously mentioned for 100 aircraft was \$9 million each. The difference is explained by the costs reductions I have just mentioned and the fact that our new estimates DO NOT include the basic development and tooling costs. These expenditures have been eliminated from the new computation because they have already been substantially incurred or committed. Hence what we have done is consider only those costs which would be incurred from this point in the actual production of Arrows for combat

"We feel this is the only realistic way of looking at the matter.

"These reasons primarily constitute the basis for my confidence and I

would not want you to infer from anything I have said that we have any assurance or reason apart from this on which to predicate our confidence as to the decision our government will take in March. However, there are other factors which should be brought to your attention.

"The decision to create the Arrow and the Iroquois engine followed the successful creation of its predecessors the CF-100 and the Orenda. This was part of a Canadian determination to obtain some independence in the matters of our own defence.

"Since its formation in 1945, your company has been a responsible partner in the defence of Canada. The engines which it has designed and produced power all of the RCAF's combat aircraft and those of other NATO countries as well. Its CF-100's guard our frontiers and are on duty in Europe both with the RCAF and with the Belgian Air Force.

Major Factor in National Development

"Complete reliance on other countries for even the crucial weapons with which to defend ourselves would be a long step backward from the position of independence which this country has been laboriously building over the years. Our right to an independent and authoritative voice in world affairs would, in my opinion, be greatly diminished.

"Furthermore, in modern times, the aviation industry has become recognized as a spearhead of advancing technology and has been a major factor in national development and international prestige. The fine technical organizations which have been created at Avro and Orenda have demonstrated a competence and

originality which have earned a place for Canada in the first rank of this important field of technology. A force of some 4,000 highly skilled engineers and technicians has been assembled and represents a great national asset. Any action which tends to destroy such an asset, would, in my opinion, amount to a denial of Canada's potential in the modern world.

"These implications are fundamental to the future and maturity of our nation. Taken together with the primary reasons I have already outlined, they strengthen my confidence in a favorable decision being reached in March. However, we must be prepared to abide by that decision whatever it may be. In the meantime, I wish to assure you that we are proceeding with the utmost despatch on the Arrow and Iroquois programs."

CARL Profile Recorder Passes USAF Air Tests

Canadian Applied Research Ltd. announces that their Airborne Profile Recorder has successfully completed its operational tests in the Lockheed RC-130 aircraft carrying out the new U.S. Air Force program of bringing the world's geography up to date. When this giant mapping project is fully under way, 15 APR-equipped RC-130's will be taking part. They will be flown by the 1370th Air Photographic Group of the U.S. Air Force, based at Palm Beach, Florida.

The Airborne Profile Recorder, designed and built by Canadian Applied Research Limited, underwent stringent testing by the U.S. Air Force, along with other systems, before CARL's instrument was chosen for the project. The APR is now in full production at the company's Toronto plant and deliveries are proceeding on schedule.



RECORD RESPONSE TO BLOOD DONOR CALL—The Avroite response nate at residential clinics throughout the year. The response was magto the Red Cross Society appeal for blood donors was the largest since nificent. The Red Cross Society reports it is very grateful to all those the war. In fact the clinic was over-subscribed and there was not sufficient time allowed to accommodate all those who wished to donate. The above photo: total number of volunteers—1,070, total number of donors Red Cross Society hope to be able to schedule those who could not do- -856, total donors for 1957 clinic-618. So this year was real big.

Avroites who contributed. Here are some vital statistics in regard to the recent blood donor clinic held at Avro, part of which is seen in the

Sir Roy Dobson Reviews Year Of Group Progress At Roe Annual Meeting

(Continued from Page 2)

CF-100, the Orenda and Iroquois engines, the Arrow, and the Jetliner, he said that Roe is continuing this tradition with "very advanced and exciting projects" now being evolved at the company's plant at Malton, Ontario.

"We are convinced", he said, "that in all future aircraft there will be some element of vertical take-off, and your companies have not been lagging in this new branch of aeronautical science."

He referred to Canada's "unhappy position" during World War II when she was dependent upon Britain and the United States for aircraft and engines, and pointed out that government and military determination to avoid a repitition of this had inspired Roe's achievements in building up, in Canada, a completely integrated aircraft industry.

Sir Roy said that postwar Canadian industrial development owed much to the aircraft industry which is always in the forefront "in the creation of new things, new sciences and new materials." These, he said, have come to Canada "mostly encouraged and fostered by your company at Malton in one way and another."

1958 Christmas Party Preparations Started

Saturday, December 6 at the CNE coliseum, once again this is the time and place of the Recreation Club's annual extravaganza in the form of the 1958 Christmas party for Club members and their families.

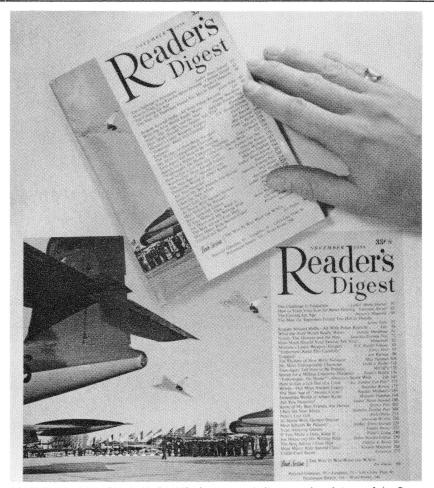
Much of the preparation for this year's party has already been completed by the committee but a great deal has yet to be done.

Party invitation cards to be completed by all club members will go into circulation on Friday, November 17, and all are asked to complete these and return to the red boxes which will be located at all the plant exit gates as quickly as possible. The sooner this is done the sooner the committee can go to work allocating tickets, information sheets etc. Cards must be returned not later than November 21 to be sure that no youngster is disappointed.

As in previous years the gift items are broken down into age group and sex as follows—group 1, infants up to six months are on this, group 2, boys

ARROW SPEED NOTE

IF, AS YOU READ THIS, YOU SHOULD HEAR A SUPERSONIC AVRO ARROW FLYING OVERHEAD, DON'T BOTHER TO LOOK FOR IT. THIS TWIN-ENGINE, DELTA INTERCEPTOR WILL BE OUT OF SIGHT BEFORE YOU CAN FINISH READING THESE FEW WORDS.



SOME THREE MILLION CANADIANS, that surveys indicate read each issue of the Canadian Edition of Reader's Digest, will see Avro's Arrow and CF-100 in a full-color composite picture on the cover of the November issue which is now on sale at newsstands across Canada. Actual circulation of the Digest is over 900,000 copies per issue but surveys show that readership is between three and four persons per copy. The November cover was laid on by the Reader's Digest staff with the co-operation of Avro's Public Relations Department.

and girls one and two years of age, group 3, girls three to five, group 4, boys three to five, group 5, girls six to eight, group 6, boys six to eight, group 7, girls nine to twelve, group 8, boys nine to twelve. We ask that everyone complete their cards according to these age groups accurately.

The distribution of gifts is of course limited to children twelve years of age and under, those youngsters who have passed the age limit are of course most welcome to come along and enjoy the party.

Recreation Club members who do not have children in these eligible groups are certainly welcome to bring along a youngster who may be a niece, nephew or the child next door.

On the day of the party itself, a first class show has been lined up once again and many will recall how difficult it was to obtain a seat in the coliseum for late arrivals in 1957. With this in mind may we suggest now that you start planning your day early and make sure of getting there in lots of time. It is expected that once again it will be a case of standing room only by the time the show gets under way, show time is 2:00 p.m.

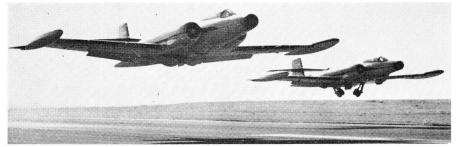
There will be further information regarding the show, special announcements, the program and so on in the next issue of Newsmagazine, but right now the emphasis is on getting your invitation cards completed and returned, remember the deadline—**Friday**, **November 21st.**

Roe Group Donates \$100,000 To Springhill Disaster Relief Fund

The A. V. Roe Canada Ltd. group of companies, including the Dominion Steel and Coal Corp., has donated \$100,000 to the Springhill disaster relief fund, it was announced at press time.

K. M. Sedgewick, national chairman of the fund, said the amount is in addition to the \$1,500 which the company will pay to each victim's family.

Avroites are reminded that they can make personal donations directly to the relief fund at their own convenience.



GERMANY-BOUND—Two RCAF CF-100s, part of the 15 which took off from Uplands last week for a trans-Atlantic flight to Germany to augment NATO forces in Europe, are seen getting airborne at Uplands on the first leg of the flight.

Jump Moat 5 Sends CF-100s To Augment RCAF In Europe

Jump Moat 5, an RCAF operation in which 15 Avro CF-100 long-range jet interceptors were ferried overseas to augment the four all-weather squadrons of No. 1 Air Division, got under way last week.

Taking off from RCAF Station Uplands at 10 a.m. on a Wednesday, the CF-100s were headed across the north-Atlantic to Europe via Goose Bay Labrador and Keflavik, Iceland.

In command of the operation was S/L M. J. Dooher, who was previously serving as chief operations services officer at Uplands. All-weather crews

taking part in Jump Moat 5 were drawn from 410 and 428 Squadrons based at Uplands, and from the operational training unit at Cold Lake, Alta. The RCAF's Air Transport Command provided flying support for the operation.

On the four previous Jump Moat operations held during 1957 and 1958, the RCAF delivered a total of 53 CF-100 interceptors to the Belgian Air Force under joint Canadian-United States mutual aid arrangements. In addition, 12 CF-100s earmarked for NATO duties with No. 1 Air Division, accompanied the Belgium-bound jets to Europe.



JUMP MOAT BRIEFING—RCAF Aircrews taking part in the trans-Atlantic ferry flight operation tagged Jump Moat 5, are shown above getting their final briefing on course weather conditions prior to their take off for RCAF bases in Europe.

Hawker Siddeley Group Changes

Sir Roy Dobson, Managing Director of the Hawker Siddeley Group has announced the appointment of Brigadier L. L. Cross, CBE, as Public Relations Officer for the Group. His new responsibilities include counselling the Board on public relations and advertising policies and co-ordinating those policies within the Group and its member companies.

At the same time, Sir Roy announced the establishment within the Hawker Siddeley Group of an Aircraft Division, within which will be included the various aircraft companies of the Group.

In addition, an Industrial Division has been established which will initially comprise the Group's electrical engineering companies.

ON THE COVER

OFF TO GERMANY-(Top) Squadron Leader M. J. (Mike) Doher, task force commander for Operation Jump Moat 5, gives a final briefing to aircrew members of the operation before take off from Uplands airport, Ottawa last Wednesday, for the RCAF's 4 Fighter Wing at Baden Soellingen, Germany. Jump Moat 5 is an RCAF operation in which 15 CF-100 jet interceptors were ferried overseas to augment the four all-weather squadrons of I Air Division in Europe. The CF-100s flew across the Atlantic via Goose Bay, Labrador and Koflavik, Iceland. Left to right are: S/L Dooher, Flying Officer W. S. (Bill) Nasi, navigator; F/O R. J. (Bob) Dooling, navigator; and F/O R. M. (Dick) O'Bryan, pilot. (Botton) Jump Moat CF-100s taxi out to take off for Europe following a brief screeners at Illands. brief ceremony at Uplands. — RCAF Photos

Toronto Man Wins U.S. Air Base Honor

Fred J. Newman, head of all government auditors based at Avro, has a son named Bernhard serving in the U.S. Air Force. Last week, Airman First Class Bernhard Newman, 26, was named "Airman of the Month", for September at Geiger AFB, near Spokane, Washington. He has served with USAF since 1952.

Airman Newman, who works as a commissary accounts clerk at the base, was entertained by the Spokane Chamber of Commerce and he and his family were the guests of a Spokane hotel for one week-end.

Fred Newman, the proud father, is an official of the Federal Government's Treasury Dept., Cost Inspection and Audit Division, and has been at his Avro post for the past three years.

1958 Bonds At A Glance

Dated November 1st, 1958, mature November 1st, 1973.

The average interest yield to maturity is now 4.19% per year.

Cashable at any time at any bank in Canada at full face value plus earned interest.

Available in demoninations of \$50, \$100, \$500, \$1,000 and \$5,000 or any combination of these denominations, up to a limit of \$10,000 in any one name.

Available for cash as well as on the payroll savings plan. Each member of a family, including children, may buy up to a limit of \$10.000.

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Avro Canada Savings Bond Drive Under Way

Starting last Wednesday, Avroites began putting their names to the dotted line for another year of the most popular savings system in industry—Canada Savings Bonds, bought through the payroll deduction plan.

In the following weeks, some 3,000 Avro personnel who joined in last year will be receiving those crisp certificates with healthy denominations. Last payments on Series 12 are being made this month. And then comes the payoff.

For those receiving their Series 12 bonds, this is a time of achievement and satisfaction. They set themselves a target over a year ago and now are far better off for having stuck to the plan.

Many of those receiving will be signing up right away for more, because CSB not only encourage the regular saving habit, but this year the interest rate has been increased.

The 1958 Series Bonds will carry 15 coupons. The first one provides interest at the annual rate of $3\frac{1}{2}\%$, the remaining 14 at $4\frac{1}{2}\%$. The average interest yield if held to maturity is 4.19% per year.

Sign Up By Divisions

Bonds will be made available through the seven divisions in Avro Aircraft. Each division will have its own chairman and canvassers who will approach everyone in the division, so that all Avroites will be given an opportunity to buy.

Those who already have some savings put aside can purchase a Bond outright when the canvasser calls, but most will be signing up for payroll deductions. These deductions do not start until January of next year—leaving the pay envelope clear for the extras re-



SOUVENIR ARROWS—As each Avroite picked up his copy of Newsmagazine today he was also handed a small plastic scale model of the Arrow. These are presented with the compliments of Avro Newsmagazine on behalf of the Public Relations Department. The accurately-scaled models are displayed above with a larger model built by the Experimental Department which was used as a master by the manufacturer. The small models are made of Polystyrene plastic in a four-cavity pressure mould.

quired by most people at Christmas.

Everyone likes to have something put

aside "for a rainy day." Others are thinking of a lump sum for retirement

days, the children's education or the down payment on a house. All are seeking the saving habit at the best rate of interest obtainable.

Defence And Technical Authorities Endorse Manned Interceptor Need

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attack and destroy enemy bombers before
they penetrate the defense zone—well
before they could drop their bombs or
launch their air-to-surface missiles."

Donald A. Quarles, U.S. Deputy Secretary of Defense, in an address to: Washington Light Infantry, Charleston, S.C., February 22, 1957.

"We now can equip our interceptor aircraft with nuclear air-to-air rockets. Because of this great power, the employment of such weapons will greatly increase the effectiveness of our interceptor squadrons in stopping enemy bombers short of our cities and other strategic targets."

Honorable James H. Douglas, Secretary of the United States Air Force, in an address to: National Security Industrial Association, New York City, January 23, 1958.

"Let me make it clear that for many years to come the manned bomber, interceptor and fighter will have essential roles."

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Lt. General C. S. Irvine, Deputy Chief of Staff, Materiel, United States Air Force, in an address to: SAE Production Forum, Los Angeles, California, October

"Fighter-interceptors will be vital to national defense for a long time to come. In fact, in light of the state of the art of guidance systems now known to us, it is probable that these types of manned aircraft will never be entirely replaced. It is because of this that—while pushing work with missiles—we are also programming for a high supersonic long range interceptor."

Donald A. Quarles, U.S. Deputy Secretary of Defense, in an address to: The Wings Club, New York, November 18, 1957.

"It takes us years to produce a new weapon system like the B-52 bomber. The ballistic missile problem is even more difficult and takes even longer because of the many tough technical problems that have to be solved. The very size of the equipment, and the test facilities adds to the difficulty. In our experience, there is a long time period between the first test fixings and the final operational weapons. We have no reason to believe it is significantly different with them." (The Russians)

"May I remark here on the frequently repeated view that the ICBM is the ul-

timate weapon. Whether it is "ultimate" no one knows. It certainly will not be a decisive weapon until a nation possesses proven operational missiles in considerable quantities. For many years to come, the manned nuclear bomber will be the primary deterrent weapon in our arsenal. This will probably also be true for the Soviets, despite their attempts to convince the world that manned aircrafts are obsolete."

Rear Admiral John E. Clark, in an address to: Institute of the Aeronautical Sciences, Cleveland, Ohio, April 26, 1957.

"For defense against enemy aircraft, the surface-to-air missile is being planned now to take over a large part of the interceptors' task but the guided missile for many years to come will be in a complementary rather than a supplanting role."

Brigadier General Beverly H. Warren, Deputy Director of Production, Air Material Command, USAF, in an address to: The Industrial Clinic, Port Huron, Mich., October 10, 1957.

"In other words, for a considerable number of years in the future, our main reliance for strategic and defensive airpower will continue to be in manned aircraft. The numbers of these aircraft, however, which I will discuss a little later, will depart considerably from the quantities required of the older types for full operational readiness. This is because we are finding it possible to build into our modern aircraft much more performance in terms of range, speed and altitude, as well as in their striking power as enhanced by nuclear weapons.' *

Honorable James H. Douglas, Secretary of the United States Air Force, in an address to: The Jet Age Conference of the Air Force Association, Washington, D.C., February 27, 1958.

"Higher performance manned aircraft mean higher unit costs, and the pressures for increased expenditures are easily understood when it is realized that we are bringing into our inventory the Mach 2. fighter, we are test flying the Mach. 2. medium bomber, and are proceeding with the development of a Mach 3. heavy bomber and a Mach. 3. interceptor. Despite the build-up of our missile forces, it appears to me that about fifty per cent of our procurement funds will be buying manned aircraft for some years to come."



DRIVERS' QUESTIONNAIRE which has now been distributed to all Avroites is displayed above by Kay Slack of Plant Protection. First questionnaires were handed out on October 20th, the final lot was distributed three days later. When properly completed by all Avroite drivers, these will be used as part of a traffic survey being conducted by Toronto Township Police in an effort to ease rush-hour traffic problems in the Malton area. At press time, some 6,000 completed forms have been returned. Reports indicate the survey will be completed in about two weeks.

Urges Avroites Not Use Crowded Parking Lots

Numerous Avroites are applying to the Plant Protection Office to obtain stickers for parking privileges in the North-East and North-West parking lots.

"The demand is out of all proportion to the number of cars that can be accommodated," says Reg Robinson, Labor Relations Manager, "and it is felt that the following information should be brought to the attention of all concerned."

- The North lots are filled to capacity.
- The South lot has space available for an additional 200 cars and the North section of the South lot, also, has space available for an additional 200 cars.
- Although the Plant Protection Corps make every attempt to accommodate all employees driving cars with conveniently located parking facilities, it should be noted that these locations are for parking privileges, and are not a legal requirement or condition of employment.

"In view of this", Mr. Robinson continues, "and in an attempt to curtail unnecessary visits by employees to the Plant Protection Office, employees requesting parking stickers for the North lots are reminded that the only available spaces may be found in both sections of the South parking lot, for which no sticker is required."

... And then there's this definition of an efficiency expert: a fellow smart enough to tell others how to run their business—but too smart to start one of his own!

AVM Curtis Speaker At U of T Extension Class

A University of Toronto Extension course about "Canada's Major Industries" had as one of its speakers this week Air Marshal W. A. Curtis, Vice-Chairman, A. V. Roe Canada Limited.

Air Marshal Curtis spoke to the class under the lecture title "Automotive and Aircraft". Director of the course is Glenn Curtis, son of the Air Marshal.

Other lecture titles in the 10-week program include: Pulp and Paper, Construction, Chemical and Petrochemical, Electric Power, Mining Exploration, Mining and Milling, Iron and Steel and Oil and Natural Gas.

Ice Capade Tickets Now Available At Recreation Office

A limited number of tickets are available for the 1958 Ice Capades at Maple Leaf Gardens, Toronto, for: Tuesday, November 4th only. Tickets are sold during the lunch hour period only at the Recreation Office commencing Wednesday, October 22nd. Excellent seats in the blues (\$3.00), are available to employees for the special price of \$2.50.

A/M Slemon Defines NORAD's Position In Continental Defence

The role of NORAD—North American Air Defence Command—was outlined by Air Marshal C. R. Slemon, Deputy Commander in Chief of NORAD last Thursday in an address to the Canadian Industrial Preparedness Association in Montreal. In defining the purpose of NORAD, A/M Slemon said in part:

"Why is North American Air Defence of such importance to us all? Because it comprises a vital element in the deterrent to war. It protects the bases of the Strategic Air Command in North America, our main deterrent force."

He went on to say that SAC bombers will continue to comprise the main element of our deterrent counter-offensive forces for a number of years—until such time as they will be augmented by ICBM's.

"Because the enemy knows that we will not strike the first blow", said the Air Marshal, "he must be certain of reducing our retaliatory capability to the degree which he thinks he can safely absorb. Thus, in his initial attack, he is faced with the absolute necessity of

knocking out our many small and widely dispersed pin-point targets — our bomber bases and our missile launching sites

"To achieve this pin-point accuracy, the aggressor must continue to rely on his bomber force, for an appreciable period. For many years it is unlikely that he can rely solely upon his ICBMs to have sufficient accuracy to knock out our counter-offensive bases. This is particularly true of hardened strongly constructed ICBM sites. It is a safe forecast, therefore, that an aggressor's offensive air strategy is unlikely to rely on ballistic missiles alone for a considerable number of years.

"This situation forces us to maintain and improve our air defence system to cope with the manned bomber threat, and to employ manned interceptors in our system for as long as the manned bomber is part of the threat. We cannot ignore the manned bomber because if we fail to maintain our ability to ward it off, a bomber attack, by itself could be decisive against us....

"Manned interceptors now operate from a great number of widely-scattered bases on the North American Continent, located in the United States, Canada, Alaska, and Greenland.

'These forces consist of aircraft such as the F.102, a supersonic fighter interceptor of 250 or more mile range. The F-104 interceptor has just recently entered our inventory and presently holds the world's record for supersonic speed and high altitude capability. The CF-100, is the mainstay of the RCAF Air Defence Command, with nine squadrons of this aircraft now in operation. In due course the supersonic all-weather U.S. F-106, will come into service in the USAF."

He further pointed out that the Canadian government is continuing the development of the long-range, supersonic Arrow interceptor.

Commenting on interceptor armament, A/M Slemon said: "We now have in operation an atomic-headed air-to-air missile, the MB-1, which vastly in-

Welfare Sends \$1,000 To Springhill Relief Fund

At an Emergency Meeting called last Friday morning, the Avro Aircraft Employees' Welfare Fund Committee unanimously agreed to send \$1,000 to the victims of the Springhill Mine Disaster.

The cheque was sent in care of the Nova Scotia Division of the Canadian Red Cross, but specifically earmarked to help the needy victims.

The case was not closed because the Committee felt there may be more help required and the subject will be discussed again at the regular weekly meeting on Thursday, October 30, 1958.

SALK VACCINE INNOCULATION

Avroites who are scheduled to receive their third Salk Vaccine Innoculation during the next few weeks will be informed by their supervisors when to report to the hospital. Please do not call the hospital to inquire about appointments.

creases the kill probability of all interceptors so armed. With this weapon, interceptors of relatively inferior performance can successfully attack higher performance bombers flying at greater altitudes. This atomic air defence weapon has proven to be a reasonably safe weapon for the side using it. These five US officers were standing directly under the shot as it exploded fifteen thousand feet above their heads.

"In short, the introduction of interceptor missiles and aircraft armed with atomic warheads is the most significant step forward in air defence since the advent of radar in World War II."



WINNERS IN THE FINALS of the Engineering Division's Soccer League which were held recently were the Arrow Two's shown above being awarded the Harpley Trophy by Stan Harper. In this picture, taken after the final game are from left: Geof. Gale, Pete Crudden, Brian McGlaughlin, Sandy Rae, Ken Reeves (captain), Bill Carroll, Bill Davis, Bob MacGregor, Dave Lyons, Stan Harper, Pete Reed, Geof. Stokes, Len Betteron and Bob Toms.

Ten Year Club Lists About 380 New Members

Arrangements are already well in hand for the annual Avro Aircraft Ten Year Club Dinner. Employee Services has been checking record cards and has come up with a list of about 380 Avroites who will be eligible for membership this year.

Here is the initial list that has been compiled and if you feel you have a claim to membership this year and you are not included in this list, contact Employee Services:

A—J. A. Abernethy, D. R. Albrecht, J. H. Allen, M. R. Allen, W. M. Allen, A. Anderson, G. W. Anderson, G. B. Appleby, A. E. Armstrong, G. S. Armstrong, W. W. Armstrong, F. Arnott, J. P. Austin.

B—H. Bailey, S. A. Baker, H. F. Ball, W. W. Barratt, C. Batchelor, R. A. Bean, G. I. Beauregard, C. F. Bellamy, H. M. Bennett, H. Beffort, M. L. Bermack, J. L. Bernard, H. R. Berney, E. J. Birnie, M. W. Boddom, C. S. Bogart, A. Bond, C. K. Boon, R. A. Bowers, J. Borland, T. E. Bragg, R. E. Bracken, H. C. Brigley, L. Brown, R. C. Brownridge, A. C. Bryans, L. E. Buller, L. Burdon, R. Burney, D. L. Burrows, E. H. Burrows, G. Burrows, T. K. Burtch, L. B. Burton.

C—W. D. Callan, J. T. Canning, B. L. Clark, S. Chadwick, H. Childs, G. A. Clark, R. Clarridge, W. A. Collinson, G. M. Comrie, W. D. Constant, K. T. Cooper, W. F. Cosford, I. W. Cowan, W. J. Coyle, J. Craig, R. N. Crisp, V. S. Crossman, C. M. Crozier, J. V. Cudahy, D. Cunningham.

D—H. C. Dann, H. A. Darewski, A. E. Dashwood, G. A. Davis, J. B. Delaney, E. A. Denman, G. Divell, J. C. Dolinski,

R. D. Drake, S. W. Dubnewych, E. Dudra.

E—R. E. East, H. Eaton, R. B. Eatough, A. Eddy, D. E. Edwards, H. S. Elliott, H. I. Erstad, G. M. Evans.

F—W. E. Fairfield, G. W. Farley, E. N. Farr, R. D. Feldman, R. J. Fennell, F. Fewster, A. Fishwick, L. T. Fitzpatrick, J. B. Fowles, D. Franklin, M. J. Fraser (Mrs.), W. Fraser, F. C. Fry, A. Fuller.

G—J. Gallacher, C. H. Gardner, W. B. Gardner, J. Gasior, R. Gilbertson, S. Gowan, G. R. Gow, W. P. Graham, R. Gray, M. C. Greenslade, O. W. Griffith, J. P. Griska, L. F. Gulliver.

H—R. F. Hale, H. Haley, F. C. Hallett, H. E. Hallett, G. W. Handforth, A. Harris, F. Harrison, G. B. Harrison, H. Haynes, A. Hemmingway, R. J. Hems, C. J. Hennessey, R. G. Hetherington, E. M. Hofland, W. J. Holmes, P. M. Honsinger, J. Howitt, W. J. Hutton, R. W. Hopper.

I—A. Inch, W. K. Iredale, A. Ives.

J—S. Jones (Miss)

K—W. E. Kent, J. J. Killeen, J. R. King, J. W. Koopmans, W. Kuzyk.

L—H. C. Lacey, F. Lake, W. Lamb, W. G. Lamberton, B. Lapping, E. F. Lawrence, R. B. Lester, A. Ledger, E. Lewis, D. M. Linger, S. Linnard, C. E. Littley, T. Lockhurst, D. S. Lobb, W. H. Logan, W. A. Longhouse, R. N. Lowe, N. O. Lundy, E. W. Lyons.

M—E. S. MacDonald, G. MacKrall, J. R. MacPherson, C. F. Maidment, V. R. Manser, A. W. Marks, V. M. Marr (Mrs.), F. A. Martin, D. A. McArthur, D. McCall, J. McCulloch, J. N. McDade, H. McDougall, W. P. McDowell, J. C.

McElhinney, J. McGhee, J. McGinn, J. M. McGrath, W. S. McKeag, J. M. McKinney, J. A. McKillop, J. A. McMullen, L. McNertney, M. T. McNamara, W. R. Meek, B. E. Mendham (Mrs.), E. R. Merklinger, J. Middleton (Mrs.), J. B. Michie, H. G. Millin, D. Mitchell, C. A. Moat, W. W. Moodie, J. M. Moreland, J. C. Mutton.

N—R. P. Nelder, E. F. Norton (Mrs.).

O—P. W. O'Donnell, A. W. Oke, H. A. Osborne.

P—K. J. Palfery, W. H. Parker, C. Parton, V. H. Phillips, J. A. Pignatell, J. A. Pincombe, A. R. Pippy, P. Podger, L. E. Poole, W. Preston, D. W. Proctor.

Q-H. Quinn.

R—A. C. Raeburn, S. Raffner, R. F. Reid, C. G. Reilly, W. W. Reynar, E. Reynolds, J. A. Rice, G. C. Ridley, N. C. Rodgers, F. P. Rogers, B. Rogers, A. Rosendale, W. A. Rouse, L. O. Rowe, G. A. Royer, S. Russon, J. G. Rutherford

S—D. J. Scott, H. L. Seed, A. Shawcross, H. N. Shoji, M. Smith, R. K. Snell, A. Sowery, L. E. Sprigg, J. J. Stephens, R. M. Stevenson, B. Stewart, E. M. Swan (Mrs.), H. K. Syme, M. Syron.

T—S. M. Tatlock, F. Taylor, G. T. Thompson, J. H. Thompson, W. U. Tomlin, L. M. Treleman, E. A. Tupling.

W—R. W. Waechter, T. H. Wale, J. E. Ward, M. R. Watkins, P. A. Waters, G. Watt (Mrs.), P. W. Watson, A. Webster, R. A. Webster, J. Whitton, A. F. Withell, A. Williams, G. R. Williamson, R. Wood, P. E. Woddger, E. D. Wright, G. E. Wright, J. Wright.

Y-W. J. Yokum.



By Stan Linnard

BASEBALL — Avro's House League Baseball is now over and Len Smith's Redskins emerged victorious over a well-balanced league. It was a good season and much credit is due to Jim McIntyre, baseball convener, for a job well done. The sudden-death game between Orenda and Avro for the overall champion was a thriller. Orenda came out the winner and this was a tough one for our boys to lose as they lead most of the way.

Bob Sutherland of Orenda with 2 out and 2 strikes on him in the bottom of the ninth belted a long one to wrap up the win for our neighbours. Stars for Orenda besides Bob were Fred Buchan and pitcher Don Aubin, while Avro's "strong men" included Len Smith (best at bat), catcher Ron Burton at his best behind the plate and Bill Pitkin for his effort on the mound. Orenda looked weaker in the field and had some rough errors, but they more than made up for this by playing tremendous ball elsewhere.

GOLF—Doug Hoare carded a trim 75 to win the first Progress Dept. Golf Tourney held at Orangeville Golf Course. Always in the running in the AARC's tournaments, it was no surprise to see Doug wrap this one up. Other prize winners were Len Lloyd, Charlie Parker, Malcolm McLean, Jim Lawrence and Doug Gallagher. Honest golfer was Bill Bauer. It was a beautiful day for golf and many thanks are extended to George Gilmour for getting this first one organized.

RUGGER—St. Kitts defeated Avro I by a 6-3 score. Ron Swindells picked up Avro's points. Saracens outplayed Avro II by 18-6, Cliff Ditchfield on 2 penalty kicks was Avro's scorer. Avro I edged out London Forresters 9-6, Ralph Ball and Ron Swindells accounted for the Avro points.

Avro defeated Guelph OAVCI by 11-5 with **Ralph Bell** tallying on a try, **Bill Brian** on 2 tries and **Ron Swindells** on a convert.

BOWLING—Red Akin's triple of 889 is tops in the Toronto Mixed League. Red rolled a 302, 331 and 256 to make this big triple. With handicap it adds up to 925. Top man's average in the same league is held by veteran trundler Matt Wotherspoon with 234. Leading the women is April Wilen with a 189 average.

Avro's 10-Pin League, now in its third year, shows some promising bowlers. George Hussey holds top average with 169 while **John Azlen** is right behind with 167. **Al Hutchinson** has high triple flat of 618. **Bill Morris** rolled the top single so far, 230, a tough one to beat in this game. **Jim Miller's Pick-Ups** are presently leading the league.

HOCKEY — House League Hockey is well on its way with all teams entered and games being played each Sunday at Weston Arena. Aces topped Biltmores 7-3 in the first game, McCaffrey doing most of the scoring for Aces.

Bruins edged out **Flyers** 5-3, with **Chapman** and **Burton** being main scorers. **Surtel** was the losers' best scorer.

Aces shut out Bruins 2-0, with Yowart and McCaffrey picking up one each. Charlie Jones earned the shutout.

In another close one, Flyers eked out a win over Biltmores 4-3. McDaniels had two while Fendley had one and an assist. For the losers, Irons and Hoare were the scorers.

"Some people boast they can trace their ancestors back for centuries, yet they don't know where their kids were the night before!"



REDSKINS, once again Avro Softball Champions, had to go to the seventh game in a pitchers' duel to win top honors. Bill Pitkin was winning pitcher, while Len Smith, Benny Chapman and veteran Fred Kennedy played good ball. For the losers Roy Foster played a brilliant game but was plagued with bad luck. Max Foster was best man at bat. Back row, from left: Ernie Spencer, Merv Duggan, Blake Eatough, Jack Coffey, Len Smith (manager), Harold Lund, Ben Chapman, Fred Kennedy. Front row, from left: Jack Fries, Bill Morley, Billy Pitkin (captain), Ron Burton, Jim McIntyre.



LADIES' SOFTBALL CHAMPIONS, the Phillies, who took the finals 3 straight are shown with the winners Trophy. The last game was won by the big batting of Murial McLay, Carol Stephenson and Pat Hawkins. Pat was also on the mound for the team and retired 9 batters in a row. Carol Bowen on the mound for the losers had a home-run while Dot Williams had 3 for 4 at bat. Winners above include, back row from left: Dixie Rhodes (coach), Muriel McLay, Jean Moffatt, Pat Hawkins, Jean Clarke, Carol Stephenson, Donna Druch, Marlene Kirby, Jean Mackery, Shirley Bayliss. In front are: Mike Dore (Rec. Sup.), Carol Voyce (cap.) and Geoff Lamberton (mgr.).

This want ad service is offered free of charge to employees only. Turn all ads in to EMPLOYEE SERVICES DEPT, and not AVRO NEWS. Include your name, home address and house telephone number, in that order, with your ad. No Avro Aircraft local tele phone numbers can be published. Ads will be repeated once only on renewal of the ad.

ARTICLES FOR SALE

BABY Crib, spring-filled mattress, \$15.

BEAGLE Puppy, 2 months old. Bramp-

ELECTRIC Stove, McClary duty, apartment size, as new. 6.3862.

40" Frigidaire, double oven electric range, 3 years old; also solid walnut din-ing room table. Best offer. VI. 5-0677.

SPORT Jacket, boy's blue, size 12, 14 years, like new, reasonable. LE. 5-8068. CHATCO Oil Burner, used one season, all electrical fittings, 200 gallon oil tank. Caledon 47 R 31.

TRUMPET, 2nd hand in good condition, gold and chrome finish with case, keys and music all valued at \$200, selling for \$100. Bolton 254 J 3.

GIRL'S Bicycle, English Raleigh, good condition, cheap. RO. 7-6795.

OUTBOARD Motor, 5 hp Viking. \$35 or will trade for a 2½ hp outboard motor. CL. 1-0957.

CABIN Trunk, extra strong, fitted with drawers and hangers, size 40" x 22" x 14". \$25 or nearest offer. GL. 1-0538. UKULELE, Martin model, natural wood finish, brand new, with case. RO.

PIANO, Heintzman Grand upright with bench, beautiful tone and condition. Westinghouse roaster oven, like new; Quebec heater; china cabinet. TR.

SUMP Pump, \$15. Stanley mitre box, \$25. ST. 8-8780.

BEAGLE, male, 13 weeks old, \$25. Will register. Caledon 711R2.

CHESTERFIELD & Chair, red, any

offers. ST. 8-6455.

NEW Tire, size 650 x 16, Lifeguard inner tube and wheel, \$15, complete LE. 5-3983.

ELECTRIC Guitar and Case, S.S. Stewart, 5 months old, like new, half price. CH. 4-3461.

GOLF Clubs, like new, has everything that a set has. CH. 4-0286.

RADIO, Heath AR 3 broadcast and shortwave receiver with Q-multiplier, complete domestic and foreign coverage from 10 to 160 meters on 4 bands. \$54. VI. 4-6654.

RECORD Player, 1 Gerrard R.C.-88

Sysped, combination or separate, good condition, 60 cycle. BU. 6-4788.

FURNITURE of modern home, in excellent condition. Graham Walker, Belfountain

BATHINETTE, in good condition, \$4. 6 bundles of Gyproc Lath, \$5. BE. 1-4781.

GUITAR, Fender, Gretch, duo-jet, de-luxe amplifier. GL. 1-0738.

WINTER Overcoat, girl's grey, quilted lining, size 14, like new; also fur neck piece, four ranch mink skins, in good condition. RU. 3-5862.

TARGET Camera, Brownie, 616, with case; 1 pair binoculars in case; small table bandsaw, built-in motor; Black and Decker portable jig saw. TR. 7-2676.

RANGETTE, with oven controls, excellent condition, \$30. CH. 1-0656.

SIAMESE Kittens, two, purebred, will hold until Christmas if necessary, reasonable. TR. 8-2373.

CARS FOR SALE

'56 FORD, 4 door, top shape. \$1,175.

²48 MORRIS Ten, four door, 35,000 miles. Good running condition, \$60.00 or best offer. Phone LE, 2-8683 or Acton 635W.

'51 CHEVROLET tudor, custom radio heater, directional signals, new slip covers and real good tires, good buy at \$375. CR. 8-3072.

751 AUSTIN A40, good condition, \$175. Acton 1079.

'49 CHEVROLET Coach in good running order. \$100. BU. 6-2908.

'57 CHEVROLET hardtop, speaker in back, etc. RO. 7-9155.

'54 FORD, 4-door, custom radio, good tires. RO, 2-2019.

'56 FORD, 4-door, top shape. BU.

'55 DODGE, two tone, radio, excellent condition, \$1095. CH. 4-3195.

'51 NASH statesman with radio & beds, engine is in A·1 condition, \$200 cash or exchange for Morris Minor or other European car, HU, 8-9248.

'52 AUSTIN in excellent condition and appearance, 23,000 miles, was used as second family car, \$275. RO. 9-2203.

MISCELLANEOUS

DAY Care, experienced, for one or two children. Georgetown (Swanek Division). TR. 7-4415.

ASSISTANT Scoutmaster to help 1st to heir Anyone in CH. Weston Boy Scout Troop. Anyoterested contact Mr. Lenehan.

PROPERTY FOR SALE

3-BEDROOM Bungalow, leaving city, must sell, newly decorated inside and out, oil heating, close to schools and shopping. Bloor-Islington district. BE. 1-4760.

6-ROOM Bungalow in Newmarket, broadloom and tile throughout, modern conveniences, only 3 months old, \$1,050. down. EM. 3-9881.

3-BEDROOM bungalow, Oakville, 3 years old, nearly completed recreation room, garage. \$3,500 cash, full price \$13,000, carries for \$74 monthly, principal, interest and taxes. VI. 4-3948 cipal, interest and taxes. after 6 p.m.

SEMI-DETACHED Bungalow, Richmond Hill, 1½ years old, 6 rooms, brick, newly decorated, \$13,900, Low down payment. TU. 4-3069.

3-BEDROOM Brick Bungalow, Ridge wood Acres. NHA resale, detached, aluminum storms and screens, full basement, 5 minutes from plant, \$2,500 down, full price \$13,500. BU. 6-4707.

ACCOMMODATION AVAILABLE

BASEMENT Apartment, suitable for 2 gentlemen, self-contained, private bathroom, electric refrig. Lawrence & Jane Streets. CH. 4-0312.

4-ROOM Apartment with bath, unfurnished, hot water heating, heavy wiring. Bolton 293.

TWO housekeeping rooms, furnished.

BACHELOR Apartment, tastefully furnished, good location, parking. RU. 2-7826.

BASEMENT Apartment in George-town, suitable for adults. TRiangle 7-9348.

FURNISHED Room and Kitchen, large, comfortable, use of automatic washer and garage for small car. Oakwood and Vauehan District. Couple preferred, RU. 3-7513 between 12 × 2 or 5 × 7 p.m.

6 ROOMS, Brampton, 2 stories, fully furnished home in Eldomar Heights subdivision, oil heating, storms & screens, TV, all appliances, etc., available Nov. 1st. CL 1-6185.

FURNISHED Flat, upstairs, kitchen with facilities, bed-sitting room, private entrance, parking. ST. 8-8780.

BASEMENT Apartment, 4 rooms, private shower and toilet, heat, lights, electric stove supplied, plenty of cupboards. TV aerial, 4 miles from Avro, reasonable rent. GL 1-6568.

NEW 3-Bedroom Bungalow, George town, Delrex sub-division, newly decorated, close to schools, churches. \$115 per month. PL. 9-2315.

2 MODERN Apartments, at Weston bus stop, over store, all conveniences, private entrance. Bachelor apartment, \$65; 2-room apartment, \$60, adults only. CH. 1-9487.

4-ROOM Insulated Cottage at Lake Wilcox, tiled and hardwood floors, running water, garage, in excellent condition. \$55. per month. PRospect 3-5279.



By Elwy Yost

AVRO SHOW TALK: Lionel Levy of Aeroelastics, tells us that the York Community Players did great guns with Antigone and The Bespoke Overcoat at the 49 LaPlante Avenue residence. Big plans for Christmas, but more on that later. Also more later on Out Of The Frying Pan, an east-end revival of the Broadway comedy featuring Lou Wise of Avro. \$

\$ TV TATTLE: Bernard Slade, whose new comedy-drama, "Men Don't Make Passes" is being produced by the CBC on Sunday, November 2nd, tells this column of a new joke currently doing the rounds of show business:

It appears that a biographer was doing research into the life of the famous stage actor, Philo Fish, when he ran across a somewhat sporadic diary kept by the ageing thespian. Fish's rivalry and jealousy toward character-actor Waldo Wimple, was well known in its day in view of the fact Wimple never lost an opportunity to steal a scene where he could. And the diary bore this out.

Sept. 10: That infernal rascal Wimple will be the death of me yet. In the scene where I deliver my ultimatum to the senate, what did he do? He blew smoke-rings! And the audience laughed. Laughed! Drat the man!

Nov. 18: He did it again! In my big death scene, what did he do? He crunched crackers, that's what he did. And instead of weeping, the audience killed themselves. But I'll outwit him yet. Just wait and see!

Jan. 10: At last! A play in which Wimple cannot possibly trick me. We only have one scene together. It's in an empty hotel lobby at midnight. I am right at the front of the stage, all alone with a spotlight on me. I have the entire audience to myself. And Wimple, where is he? He's sitting at a desk at the rear of the set. And, most beautiful of all his back is to the audience. There is nothing on earth he can do to attract attention. At last I have the blighter where I want him. At last!

Jan. 11: Merciful heavens . . . he drank the ink!

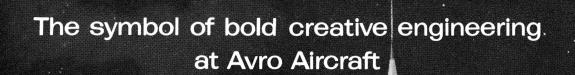
MOVIES: Orders To Kill, a British production under the sensitive hands of Anthony Asquith, is a suspense-piece which deserves no comparison with others of its kind. In ideology and in terror, it stands on its own two feet as one of the most

frightening little epics to be unreeled in a monkey's age. Briefly, a young man of 22 who has some 50 bombing missions behind him is sent into France during the latter days of 1944 to assassinate a Frenchman known to be in league with the gestapo. The first half of the film, a macabre and eerie stretch of celluloid, is devoted to the young man's training baptism in England and becomes almost a documentary on death-methods.

The second half takes him into Paris on his assignment. But fate deals him an ironic blow when, by accident in a crowded restaurant, he meets and gets to know his intended victim. As matters proceed, he discovers the Frenchman to be a quiet, middle-aged, amiable sort of fellow who loves animals and who has a wife and child. Soon he begins to wonder if the Frenchman is really a traitor, if, in fact, his chiefs have not made a ghastly blunder in their selection. But time is running out and he has no means of cross-checking his doubts with London. At all costs, despite the terrible emotions within him, he must proceed with his instructions.

It would be unfair to go further, but what follows will have you reaching for the coffee pot when you are safe at home.

5/2 * BOOKS: Dr. No by England's Ian Fleming is as nutty a pseudo-horror thriller as you will come across in eons. When I tell you the sadistic oriental villain gets choked to oblivion by a pyramid of fertilizer, you will not believe me. Just read the book and find out for yourself.



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