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Avro NEWSMAGAZINE

PUBLISHED TWICE MONTHLY BY AVRO AIRCRAFT LIMITED



Avro Xmas Party 1958



Season's Greetings
TO ALL AT AVRO AND THEIR FAMILIES
ARP

Christmas Has Meaning Despite Seasonal Rush

Preparations for Christmas seem to get under way earlier with each passing year (or is it simply that *we* are growing older?).

The days of late summer and early fall lengthen almost imperceptibly into weeks and lo! the weeks have taken wings and it's Christmas again.

Overnight, the shopping centres are transformed by myriads of coloured lights and decorated trees; the stores, glittering and lavishly festooned, outdo one another with dazzling displays, bewitching shoppers of all ages . . . but especially the youngest.

Unthinking critics may deplore the appearance of Santa Claus and all that he implies before November is even out; may denounce the "commercialism" involved in the preparation for, and celebration of, Christmas. We think them mistaken.

We think them mistaken because Christmas is a *happy* time, a time for jubilation, the very preparation for which tends to bring out the best in us and brightens the otherwise dismal, cheerless last weeks of a dying year.

More importantly, we think them mistaken because the *meaning* of Christmas, the wonder of it, is too vast, too overwhelming, too awe-inspiring to be contained within the confines of a single week, much less a day.

Here, surely, is reason enough for welcoming, rather than lamenting, first signs of the approach of Christmastide.

Gala Christmas Party Biggest Yet For Avro

Packing the Coliseum with the largest crowd the building has ever held before without actually encroaching on the arena, Avroites and their families took in the Annual Christmas Party this month. It was a case of standing room only before the show started and the

Christmas Party Committee feels the annual attendance has finally exceeded the capacity of the Coliseum. Despite the crowding, reports indicate everyone thoroughly enjoyed it.

This was the 12th Christmas Party staged by the Rec. Club. The first one catered to some 2,000 people at the Palace Pier, then as employment grew, the party moved to Mutual Arena and then to the Coliseum. The question now seems to be—where next?

It was thought that the cold weather would hinder attendance, but enthusiastic youngsters kept flowing into the place until a record crowd of over 12,000 filled the arena.

"We thought last year's Avro crowd was big, but this beats it," commented

one Coliseum official while watching Avro families still streaming through the doors.

With youngsters moving out to sit on the steps in the aisles, the show was opened. J. L. Plant, President and General Manager passed on the seasonal greetings, and congratulated the Christmas Party organizers and volunteers.

With an action-packed circus of clowns, animals, acrobats, an elephant and stunts to watch, the youngsters found the time slipped by quickly and all of a sudden there was Santa—and they were collecting their gifts. These were considered the best selection to date and neatly topped off a great party.

Ontario Hospital Plan Begins January 1st

Avroites are reminded that the Ontario Hospital Services Commission insurance plan becomes effective on January 1st, 1959, and all eligible employees were registered on August 22nd, 1958. Employees hired after August 22nd will be registered by the end of December, giving all employees benefit coverage commencing the 1st of January, 1959.

There are two main types of benefits provided—**insured services, in-patient;** and **insured services emergency out-patient.** The following information was culled from the OHSC booklet and outlines these benefits.

Insured Services In-patient: The Ontario Hospital Plan includes all the hospital services necessary in the treatment of an insured person admitted to and assigned a bed in a hospital under the order of a qualified medical practitioner. These include:

Accommodation and meals at the standard or public ward level.

Necessary nursing service.

Laboratory, radiological and other diagnostic procedures, together with the necessary interpretations for the

purpose of maintaining health, preventing disease and assisting in the diagnosis and treatment of any injury, illness or disability.

Drugs, biological, and related preparations which are prescribed by an attending physician in accordance with accepted practice and sound teaching and administered in a hospital, but not including preparations sold under the Proprietary or Patent Medicine Act (Canada).

Use of operating room, case room and anaesthetic facilities, including necessary equipment and supplies.

Routine surgical supplies.

Use of radiotherapy facilities, where available.

Use of physiotherapy facilities, where available.

Services rendered by persons who receive remuneration therefor from the hospital.

Insured Services Emergency Out-Patient: The Ontario Hospital Plan includes the following services which are provided to an out-patient by a hospital when used for emergency diagnosis

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Season's Greetings

ON THE EVE OF THE GOLDEN ANNIVERSARY OF POWERED FLIGHT IN CANADA

To all our readers

The Editors

AVRO AIRCRAFT LIMITED

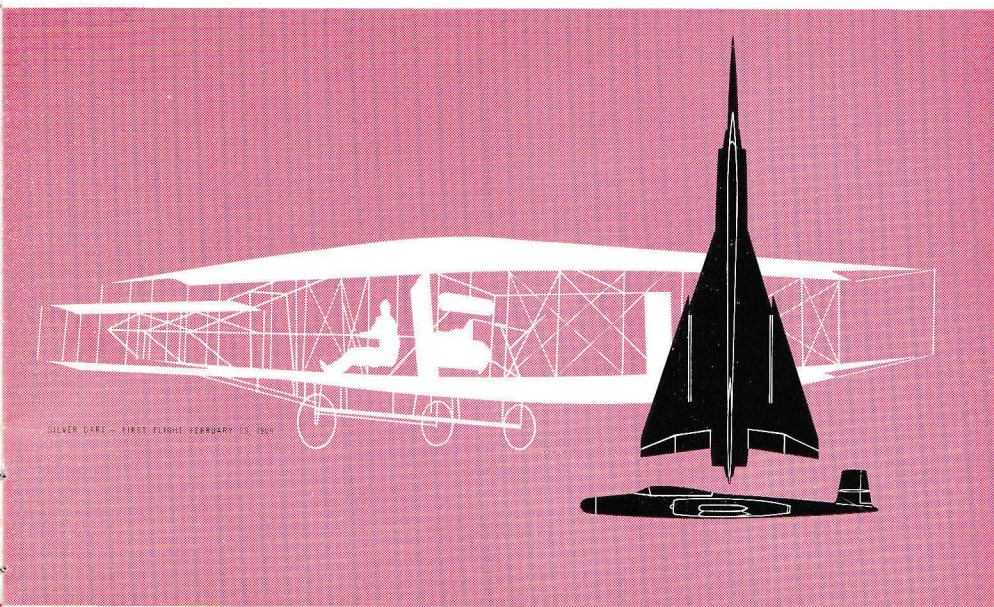
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Editor Jim McLean

Address all Communications to:

Avro Newsmagazine,
Public Relations Department,
Box 4004, Terminal A, Toronto, Ont.
Phone: BUtler 6-4411; Locals: 2273, 2696



Crawford Gordon Contends

We Should... And Will Go On Building Arrows

ON THE invitation of the Editor of Maclean's magazine, Crawford Gordon, President and General Manager of A. V. Roe Canada Limited, clarifies some misconceptions in some areas of the public as to the future of the Arrow program. Mr. Gordon outlines the position of the Arrow program as it actually exists, in the current Dec. 20 issue of Maclean's magazine, under the heading: "Crawford Gordon contends we should and will go on building Arrows."

The Roe Group President pointed out that: "Various publications, individuals and self-appointed experts of many kinds have recently been conducting burial ceremonies for one of the most advanced military and scientific undertakings in the history of the Canadian nation; namely, the program for the development and construction in Canada of manned interceptor aircraft for the defence of North America. In their eagerness to see this admittedly costly (though essential) program abandoned, these critics have maintained that it already *has been* abandoned; and if by any chance it has not been abandoned, they contend it should be abandoned because, according to their dicta, it is already obsolete."

Arrow Not 'Junked'

In countering these statements Mr. Gordon emphasized: "It is with the utmost faith in the judgement of those who will ultimately settle the questions at stake—that is, the responsible Canadian political and military leaders supported by an informed public—that I have accepted the editor's invitation to tell the readers of Maclean's why I am convinced that the Arrow *has not* been 'junked' nor is the Arrow obsolete."

"The day of the manned interceptor is NOT over. The missile age is coming but it is not here yet. The main threat is still the bomber and will be for a long time to come."

"The United States department of defence is NOT 'jubilant' over these premature and erroneous conclusions that the Arrow has been abandoned in favor of the Bomarc ground-to-air missile."

"The Bomarc is NOT a substitute for the manned interceptor; it complements it. Nor is it a defence against the inter-continental ballistic missile."

"The Arrow will NOT cost twice as much to produce as buying an American substitute. Before going into detail on the important matter of cost, the actual status of the Arrow and Iroquois programs needs to be clarified."

Present Program Continuing

"The best way is to refer to the prime minister's own statement. It said the final decision would be postponed until after March 31 when the program would be reviewed in the light of all the circumstances existing at that time."

Mr. Gordon went on to summarize the current situation. "The present program," he said, "calls for thirty-seven aircraft and an appropriate number of engines. It is continuing with the utmost despatch. Four aircraft have already flown—all in excess of a thousand miles an hour. One has flown close to Mach 2, or twice the speed of sound. Ten will have been completed by March 31 and the balance will be in various stages of manufacture."

"Far more important, however, is the need to correct the misconception that has arisen as to the respective roles of the manned interceptor and a fixed-base, ground-to-air missile such as the

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Big Turnout For Ten Year Club's 4th Annual Dinner

Despite a heavy snowfall and the fact that visibility was almost nil in many areas leading into Toronto, there was a very big turnout of new members for Avro Aircraft's fourth annual Ten Year Club Dinner in the King Edward's Crystal Ballroom last month.

The reception began at 7 p.m. and the dinner was due to start at 8 p.m. But because so many people were delayed by poor visibility the dinner was put back slightly.

As members arrived they were met by the committee who directed them to the various tables to collect their name cards. Those who were new members this year were then received in an adjacent room by Fred T. Smye, Executive Vice President Aeronautical, A. V. Roe Canada Ltd., Chairman of the Board of Avro Aircraft and the first Ten Year Club member, who introduced them to Avro President and General Manager, J. L. Plant, who presented each newcomer with his or her pin.

Following the dinner, Slim Robinson, President of the Ten Year Club and chairman of the meeting, introduced Mr. Smye, whose first request was for "the new boys in this league", to rise and put up their pins. He then reminisced about the old days of 1948 for a while before introducing Mr. Plant who was the guest speaker for the occasion.

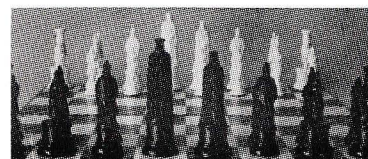
A good time was enjoyed by all despite the fact that many felt they had to leave early because of the adverse driving conditions.

Behind the success of the annual meetings of the Avro Aircraft Ten Year Club, is a mass of planning and preparation, which makes quite a story itself.

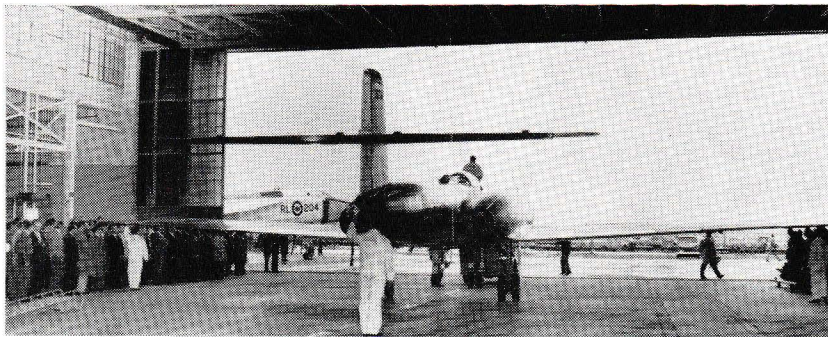
From the word "go", there are a thousand things to find out and details to attend to.

First came the job of uncovering the names of all those qualifying for the Ten Year Club. As these are sifted down from lists provided by Personnel Records and items began to appear in

(Continued on Page 4)



"ALL THAT IS NECESSARY FOR THE FORCES OF EVIL TO WIN IN THE WORLD IS FOR ENOUGH GOOD MEN TO DO NOTHING" — EDMUND BURKE



Last CF-100 is seen rolling out of Bay 3 early this month.

History In Making As 792 Rolls Away

by BILL DOOLE
Editor: Brampton Conservator

The driving of the last spike in the trans-continental CPR line; the launching of the Titanic, the laying of the cornerstone at Parliament Hill—these are the kind of historic ceremonies which captured my childhood fancy. Huge, time-yellowed pictures in the corridors of government buildings commemorate such events.

This month I participated in a jet-age version of such old historical scenes. It was the beginning of a new era in aviation history, and the passing out of another. More specifically it was the rolling out—on schedule—of the final CF-100. In a brief ceremony, punctuated by the flashing of scores of press flash bulbs and CBL-TV lights, the 692nd and last CF-100 moved out of the production bay to the flight line—on schedule to the very day planned four years previously.

Symbolic and significant, the gleaming new successor to CF-100, the great Iroquois—CF-105—stood in awe-inspiring splendor and sleek efficiency on the adjoining tarmac.

Upon arriving at Avro and following a guide to the scene of the ceremony, I passed hundreds of workers busily engaged on the 1,000 and 1 details of production which when coordinated spell an important section of the world's top aircraft organization. The people you meet at church, at the club, in the food stores on Friday night, were all there at their designing boards, lathes and office desks.

It was impressive to realize that the

total number of Avro and Orenda Engines employees is about equal to the total population of Brampton.

Representatives of some 600 Canadian supply and sub-contract companies who have been engaged on CF-100 work were present for the roll-out. But, since a work stoppage in such a huge organization would have cost thousands of dollars, I was impressed by the fact that labor, however noisy, continued even when President J. L. Plant spoke to the assembly.

"A good illustration of the local economic meaning of the CF-100-Orenda program is the impact on the neighboring community of Brampton where more than 1,100 Avro-Orenda employees live," said J. L. Plant, president and general manager of Avro.

Mr. Plant said that between the 1,100 Brampton employees, the sum of \$5,500,000 is taken annually into the community in wages. "Toronto township total 1957 assessment was \$71,483,229 and the combined Avro-Orenda-A. V. Roe 1957 assessment: \$10,688,140, which represents approximately \$16 out of every \$100 for the entire township."

Mr. Plant said that the CF-100-Orenda era began in 1947 when detailed designs on both projects were started. They were born out of bitter World War Two experience and a determination by Canada that never again would the RCAF be completely dependent upon her allies for aircraft and equipment. There was also the conviction that Canada had or could acquire the necessary technical skills and facilities to do its own aviation design and development.



OLD AND NEW—Last CF-100 on way to flight test passes fourth Arrow.

Ontario Hospital Plan Effective January 1st

(Continued from Page 2)

and treatment within 24 hours after an accident:

The use of an operating room and anaesthetic facilities including necessary drugs, biologicals, equipment and supplies.

Routine surgical supplies.

Necessary nursing service and meals.

Laboratory, radiological and other diagnostic procedures, together with the necessary interpretation for the purpose of assisting in emergency diagnosis and treatment.

Days Available: As long as hospital care is medically necessary there will be no limitation on the number of days an insured patient may receive benefits.

Approved Hospitals: A patient may go to any approved hospital and these will include approved public general hospitals, convalescent hospitals, sanatoria for consumptives, mental hospitals and hospitals for the chronically ill. Private hospitals will be eligible to provide benefits if approval is requested of, and granted by, the Commission.

TODAY'S MOTTO

"Are you working on the solution—or are you part of the problem?"

Large Turnout For 4th Ten Year Club Dinner

(Continued from Page 3)

Avro Newsmagazine, more and more Avroites begin making individual claims for membership. Each has to be examined on its merits and the claimant notified. All of which is quite a job as Employees Services can verify.

As the lists grow, arrangements are made for every member to have a picture taken for the appropriate issue of Newsmagazine, at the same time supplying up-to-date home address for mailings and christian name or nickname to go on the name cards at the first meeting. Individual letters have to go out and schedules set for photographs.

Several members were away sick and this meant other arrangements were necessary for their pictures. But gradually the card index of members grew and next came namecards, invitations, design of the Ten Year Pin, menu and program for the evenings, photographs and other decorations for the ballroom where the dinner was held.

Results of the intensive weeks of preparation spoke for themselves the night of the dinner when everything went off without a hitch. And there were many favorable comments from those present.

Camera Candids From 4th Ten Year Club Dinner



BEFORE DINNER, arriving Avroites gathered in large and small groups in various sections of the reception area to meet old acquaintances. To many, it was hard to realize that ten years had passed since they started working at the Malton plant where the jetliner was being built.



GROUPED AROUND attractive singer, Cathy McBain, who was one of the featured artists in the entertainment segment of the program, are some admiring Ten Year Clubbers who tried to coax the lovely vocalist into leading an impromptu sing-song around the ole' piano.



RECOGNIZE THESE MEMBERS of the Ten Year Club? Most of them joined the club this year but there is at least one familiar face in the group shown above which belongs to a charter member. Can you find it? This is one of the many groups that assembled before the dinner to engage in informal conversation. Most of the 280 new members attended the dinner.



A HELPING HAND is given to Marg Fraser of mailing by Al Inch, of Manufacturing. Marg seemed to be having a little difficulty putting on her Ten-Year Pin during the pin-up ceremony.



FRED T. SMYE, Executive Vice-President, Aeronautical, A. V. Roe Canada reminisced before introducing J. L. Plant, guest speaker.



J. L. PLANT, Avro President and General Manager, earned a standing ovation when he spoke frankly on the need for Arrow production.



SOME DISTAFF MEMBERS of the Ten Year Club, decked out in their after-five finery, pose for Avro Newsmagazine photographer, Verne Morse, also a Ten-Year member. Left to right are: Shirley Jones, Mary Swan, Geraldine Watt, Helen Bennett, Beth Norton, Jean Middleton.

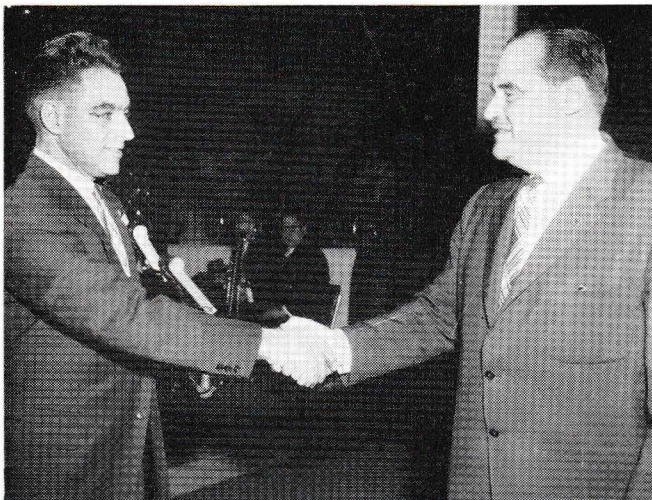


Avro Aircraft Ten Year Club Annual Dinner—King Edward Hotel, Toronto, November 28th, 1958

Gala 1958 Avro Christmas Party Biggest Yet



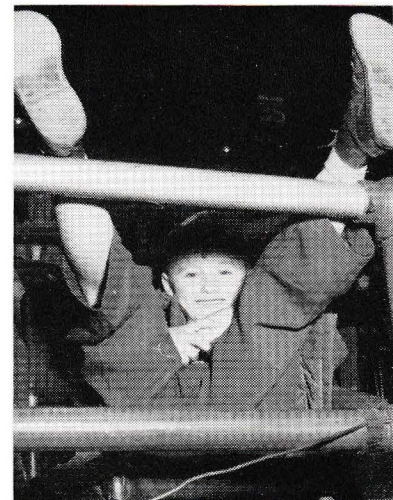
LOOKING FOR SANTA CLAUS? No, the eyes of this portion of the huge crowd of Avroite families who attended the Annual Christmas Party early this month at the Coliseum in the Canadian National Exhibition grounds are on some aerial performers who were part of the many acts provided by the Recreation Club. Despite the huge crowd and poor weather, reports indicate that a good time was had by all who attended this year's party.



CORDIAL WELCOME is extended to J. L. Plant, President and General Manager by Joe Murphy, President of the Avro Aircraft Recreation Club. Mr. Plant passed on Season's Greetings to the assembled crowd.



PERCHED on ladder rungs to get a better point of view is this Avroite youngster.



POINT OF VIEW of another sort is casually demonstrated by this lad whose seat over an exit allowed relaxation space.



GROUPED AROUND SANTA prior to receiving their gifts, this happy gaggle of small fry seems quite impressed at having their picture taken with the "nice old gentleman in the red suit". Types of gifts varied with age groups.



ALL WRAPPED UP is this Avroite offspring who volunteered to help a professional rope artist demonstrate the fine points of how to handle a lasso, western style. He ended up completely hog-tied.

We Should... And Will Go On Building Arrows—Roe President

(Continued from Page 3)

Bomarc. It is not a matter of one or the other.

"The Bomarc is a pilotless missile designed to operate in conjunction with manned interceptors to intercept bombers, which will be the main threat for some years to come. Despite all that is being written about the ICBM, the Soviet Union is still adding to its already large force of bombers. The Bomarc does not, nor was it designed to, provide defence against the ICBM. This is the job of the anti-missile missile. Nobody knows when this will be available.

"The manned interceptor provides flexibility. It can range out to meet the threat.

"Only it can perform the essential function of identification. What is equally important to understand is that it carries a number of air-to-air missiles which can just as readily be armed with nuclear warheads as the fixed-base missile. In effect, the supersonic manned interceptor is an air-borne missile launching platform. It has a multi-shot capability and can return to its base to fly again and again.

Human Intelligence

"The Bomarc-type missile on the other hand provides necessary last-ditch area and point defense for areas that must be protected at all cost. But it cannot choose between friend and foe and it can only be used once. Whether it hits its target or misses it is gone forever. It is also highly vulnerable to what military people call E.C.M.—Electronic Counter Measures; or jamming. In other words, its electronic guidance system can be misled into blindly following a false trail. The manned interceptor is not so easily deceived. The men in it add human intelligence and judgment to the miracle of electronics, making possible a change in plans to offset enemy counter measures."

In support of these statements Mr. Gordon referred to American defence policy when he pointed out that: "On September 30, Donald Quarles, the U.S. deputy secretary of defense, in a published letter to Representative Daniel Flood, said the North American defense system was based on 'The theory of defense in depth with the warnings system, the communications networks, SAGE and the weapons systems, including manned interceptors, unmanned interceptors and ground-to-air-missile systems.'

"Further evidence of the continued need for the manned interceptor is the fact that the USAF has under development a manned interceptor which is scheduled to come into service after the period for which the Arrow was designed. In an address in Dallas, September 27, 1958, Lt.-Gen. C. S. Irvine, deputy general chief of staff, materiel,

USAF, declared: 'We have programmed a new long-range fighter, the F-108. This will be an aircraft that will cruise continuously at altitudes higher than our present fighters at very high speed.'

"So much for the need for the manned interceptor in the foreseeable future. Augmented by ground-to-air missiles, it will continue to be an essential part of the North American defense system, which includes Canada, for some years to come. Canada can continue to do its part of the job with the Arrow or an alternative, or we can turn our responsibility over to the Americans. I do not believe the latter would be acceptable because it would mean loss of sovereignty and independence. I doubt that Canadians would relish the idea of having USAF squadrons taking over from the RCAF here in our own country.

Arrow's Superiority

"If these military views are accepted and if the RCAF is to continue its partnership in NORAD, the question is reduced to: which aircraft should be supplied the RCAF? There is only one answer: the one that best meets the RCAF requirements in the period under consideration. Only the Arrow does this. In his September 23 statement, the prime minister said the Arrow and the Iroquois appear likely to be better than any alternative expected to be ready by 1961. He also said, 'The Arrow has already thrilled us with its performance, its promise and its proof of ability in design and technology.'"

Mr. Gordon continued by bringing out other facts. "Having established the Arrow's superiority from a military point of view," he went on, "the next major consideration is its cost. The figure of nine million dollars per aircraft has been mentioned as the cost of building a hundred planes. This figure includes certain development and tooling costs.

"However, what we are now concerned with is the cost from this point on of procuring a supersonic interceptor. It is the outlay ahead that matters, whether we build the Arrow or buy or build an American-designed aircraft.

"The realistic approach is to eliminate what has been spent and consider only those costs which would be incurred from now on actually producing Arrows for combat use. On this basis, we estimate the flyaway cost per air-

craft, complete in every respect, including Iroquois engines and fire-control system, would be \$3.5 million for the first hundred and \$2.6 million for the next hundred. These costs do not include spares or ground-handling equipment or development and tooling costs.

"These figures have been arrived at first by taking into account the anticipated savings resulting directly and indirectly from changes in the fire-control system and armament, and secondly by looking at the whole matter of costs on a realistic basis.

"In its October 25 issue, Maclean's said a U.S. substitute was roughly comparable to the Arrow and could be bought for half the price. In the first place, it is not comparable. It does not even meet the basic requirements of the RCAF for a two-engine, two-man interceptor which the air force says are essential to effective operation over Canada's vast and largely uninhabited northern territory.

"Secondly, despite the fact that the two aircraft are not comparable, the American interceptor cannot be bought for anything like half the price of the Arrow. In fact, if the economic advantages of the Arrow program in terms of employment and taxation returns to the federal treasury are considered, it could probably be shown that no saving at all would result in buying this substitute.

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

Creative Skills

"As a result, in the aeronautical field, supremely skilled design and engineering teams were created. In the case of aero-engines, a whole new industry was born. Their achievements include the Jetliner, the CF-100, the Orenda jet engine, the Arrow and the Iroquois.

"These products and developments grew one from the other as skill built upon skill. As they grew, so did the storehouse of human intellect which represents the best hope for our country's future in a world where science and technology have become the twin gateways to progress.

"Important as these considerations are to the future of our country, they are still supplementary to the prime factor of military need. I do not mention them as part of the main reason why I feel confident the Arrow program will be continued. The military consideration alone has been shown to be sufficient for this."

Quote of the month

"All we have to do is, each for himself, to keep down dissensions which can only weaken, impoverish and keep back the country; each for himself do all he can to increase its wealth, its strength and its reputation; each for himself—you, and you, gentlemen, all of us—to welcome every talent, to hail every invention, to cherish every gem or art, to foster every gleam of authorship, to honour every acquirement and every gift, to lift ourselves to the level of our destinies, to rise above all low limitations and narrow circumscriptions, to cultivate that true catholicity of spirit which embraces all creeds, all classes and all races, in order to make of our boundless province, so rich in known and unknown resources, a great new Northern nation."... Thomas D'Arcy McGee, 1862.



SPORTS REVIEW

By Stan Linnard

Because of the additional time off work at Christmas this year, many Avroites will be able to travel to their distant homes while others like this reporter will have more time to shop on the 23rd instead of the hustle and bustle we seem to be in other years on the day before Christmas. Along with more leisure hours always comes opportunities for more accidents, so for a happier holiday we hope our readers will have an accident-free Christmas.

* * *

BOWLING—At press time over 800 Avro bowlers were competing for approximately 118 turkeys and 118 Capons in their annual turkey rolls. Most Avro leagues compete in their own handicap class which makes for keener competition with an equal chance for all. **Brampton Mixed** have finished their turkey roll and **Bob Bean**, 302, was top for men with **Leta Wilson**, 286, high for women. Both are members of the "Crescents". The same team is in second place in the league, one point behind the "Chosers". **Sid Young's** 218 holds the men's high average while **Carol Voyce** leads the ladies with high average of 185. **Alex Goldie** of the "Exports" has high triple flat for the year of 782.

Other big turkey scores were **Roy Foster**, 273; **Jim McIntyre**, 269; **Frank Mortimer**, 266; **Peggy White**, 261; **Bert Asquith**, 258; **Ross Jones**, 252; **Jean Moffatt**, 251; **Carol Voyce**, 242; **Andy Anderson**, 240; **Sid Young**, 238; **Ted Kidd**, 235; **Elgin Bush**, 229; **Auriel Smith**, 228; **Hope Bignell**, 228; **Harry Morrow**, 227 and **George Burrows**, 223.



DARTS—On an invitation from Massey-Harris, Avro Aircraft Machine Shop dept. 3724 sent two teams to play against two champion teams from Massey-Harris. **Roy Gough**, **Ron King**, **Jerry Lloyd**, and **Bert Rolley** defeated their opponents 16 games to 3. While Avro's second team, consisting of **Ed Walsh**, **Joe Kelso**, **Lionel Rogers**, **Alex Ahern** and **Les Willis** had close ones winning 5 and losing 4.

* * *

BADMINTON—The Avro-Orenda Badminton Club have again started off on a busy season. Associated now with the Toronto and District League, they have won 3 out of their first 4 matches, defeating the Carlton Club 20-12; Strathgowan 27-5; Oakville 24-8. Their loss was to the Boulevard Club 20-12.

Again this year they have a team entered in the Lakeshore League. For the past two years they have held the championship in this league and hope to repeat their performance this year. In their first game on December 15 they defeated Acton 7-1.

* * *

HOCKEY—Aces battled Biltmores to a 3 all tie in a thrilling game. **McCaffery**, **Bob Mitchell** and **Gord Mitchell** had singles while **Faulkner** had 2 assists for Aces. Sharpshooter **Johnny Irons** had 2 with a single from **Strong** for Biltms.

Bruins outplayed **Flyers** 6 to 1. **Smith** walloped home 2 along with 2 assists, **Slawson**, **Marr**, **Duggan** and **Chard** all had singles while **Burton** was in on 3 assists.

Flyers lone tally came from **Foster** on an assist from **Lund**. Biltmores and **Flyers** 2-all tie was even all the way including the scorers. **Irons**, 2, one unassisted, **Cavender**, 2, one unassisted.

The strong **Bruins** again beat **Aces** 4 to 1, **Coffey**, **Chard**, **Smith** and **Slawson** all scored. **Chard** was in on 2 assists in this game. **McCaffery** scored **Aces'** lone tally. Biltmores held the powerful **Bruins** to a 2-2 tie in another game that

had identical scoring. **Smith** scored both **Bruins'** goals while **Fisher** had both assists. **Irons** scored both **Biltms** scores while **Don Hynes** had both assists.

Aces broke the jinx on tie games with **Flyers** by edging them in a 4-3 win. **McCaffery** scored 2 with **Quackenbush** and **Faulkner** netting singles. **Gott**, **Findley** and **Duff** scored the losers' goals.

Leading scorers in the house league to date are: **John Irons**, 14 goals; **Gord McCaffery**, 11 goals; **Bill Smith**, 9 goals; **Don Cavender**, 6 goals; **Ron Burton** and **Bob Mitchell**, 5 goals. Leading in assists are: **Don Chard**, 8; **Ron Burton** and **Stan Surtel**, 7; **Butch Fisher**, 6.

* * *

THINK! BUT WHERE? . . .

The fellow next door says that if he has a problem, he thinks it out on a riverbank. He can sit there all day long with a fish pole in his hand and get things sort of straightened up in his mind. He never catches a fish, but when he comes home, folks speak of him as a "patient fisherman." If he sits in the back yard at home all day thinking things over and putting his mind at ease, people speak of him as "that lazy fellow down the street."



BIRD BEATERS—The above Avroites are members of the championship Avro-Orenda Badminton Club who are well on their way to a possible repeat win. From front to rear are: **Edith Jones**, **Cliff Ditchfield**, **George Fisher**, **Ron Smith**, **Bert Allengame** and **Dennis Hayter**.



CLASSIFIED ADS

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 telephone numbers can be published. Ads will be repeated once only on renewal of the ad.

ARTICLES FOR SALE

GERMAN Shepherd Puppy, member of G.S.D.C. 97, Bolton 87.

RED Chesterfield and Chair, \$40. Phone RU 2-3375.

BEAGLE, male, pedigree, two years old, partially trained, sacrifice to right party. GL 1-2636.

1951 McClary Refrigerator and matching 40" McClary stove, fully automatic with glass door in oven, perfect condition, articles are in storage and will be sold for \$180.00. RU 7-9308 after 6 pm.

MAN'S Sweater, size 46", heavy wool, Mary Maxim, pheasant pattern, zipper, never worn. Marilyn at RO 7-0436.

DE JUR 8mm Movie Projector, 1958 model, with wide angle lens, still and reverse projection, built-in splicer, in carrying case, as new, value \$229.95, priced for quick sale \$150 or nearest offer. AT 9-8609.

PROJECTOR, new, Kodaslide merit. CH 6-3507.

INSIDE Micrometers, one set, 10 pieces to set, plus one micrometer, outside size 5 to 6 inches, \$20.00 complete. LE 5-3983.

KILT, ladies dress MacDonald tartan, hip 38", length 26". BE 1-4524.

BABY Carriage, English Pedigree, maroon and cream and in excellent condition. \$100.00, will take \$30, baby crib with mattress \$10, one double bed \$10. CH-4-9945.

BOXER Puppy, see it and love it. LE 6-0830.

APARTMENT Piano, like new, also girls' bicycle. CH 1-0646.

LEICA 3f with f-2 Summar 50mm lens, \$130. HU 8-6768.

GIRLS Figure Skates, size 4 1/2, used one year, good condition, will sell or trade for skates size 6. CH 4-0081, after 5 pm.

BEDROOM Suite, walnut, Andrew Malcolm, double bed, chest, vanity and mirror and night table, spring and mattress if desired. BE 1-4998.

SKI Boots for sale, ladies size seven, good condition. RU 2-2951.

JIG Saw, Mastercraft 14" deluxe, with motor etc., as new, \$25.00. CH 1-3051.

REGISTERED Beagle Puppy, ready for Xmas. GL 1-6876, Les Francis.

MEN'S C.C.M. Skates, size eight \$2.00, also baby swing, aluminum standards, removable car seat and sun canopy, suitable for inside use, \$50.00. BE 3-0620.

PLAY Pen like new. LE 1-3957.

LARGE Size Space Heater, "3" 45 gal. drums. GL 1-3776.

FURNITURE, 11 months old, complete apartment, ask for "Bernie". CH 1-3847.

FURNITURE For Apartment, bed chesterfield, double bed, chest of drawers, phone table, lamps, kitchen set, sandwich grill, radio, 21" T.V., Harris baby crib and mattress. CH 1-3847.

BED Davenport, never used \$25, pair 6" steel edged skis complete with harness and ski boots, size six \$20, hand massage machine, 60 cycle, \$10. BE 1-9194.

ASTRAL Frig with matching base \$25, also Rangette \$10. CH 1-6870.

ELECTRIC Cooker \$20. TR 7-9773.

MODEL Railroad Equipment, new, rolling stock, track, roadbed, turnouts, etc. call "Jack" at RO 9-3539.

JUNIOR Desk and Chair, good condition. BU 6-2259 after 4 pm.

GIRL'S Figure Skates, white boots size five, very good condition, too small for owner, cost \$10.95 sell for \$4.00. RO 6-2862.

GENERAL Electric rotary ironer, A-1 condition. RU 3-5328.

PINK Cocktail Dress, size 14, perfect condition, worn three times, \$20. BU 6-2695.

SHOT Gun, 12 gauge, Higgins pump, brand new, complete with case \$50. CL 9-0534.

JIG Saw, Craftsman magnetic, suitable for hobby work, excellent condition, \$11.00. CH 1-6735.

UNDERWOOD Typewriter, remodeled standard office upright, elite type, perfect condition, six months old, cost \$150, will sell for \$100, best offer. Phone RO 9-5159.

ELECTRIC Train Set, Hornby-Dublo, two loco's, variety of rolling stock and track equip., approx. 60 ft. of track and switches, transformer and controller, value about \$120, sell for \$75 or best offer. BU 6-2315.

CARS FOR SALE

51 DODGE sedan in very good condition. CH 1-3847.

1946 HUDSON sedan, cheap for quick sale. CR 8-7189 after 6 pm.

54 BUICK Special four door, power steering, automatic, radio, new slip covers, new muffler, good rubber and good mechanical condition. PL 9-1258.

1952 MONARCH hardtop, automatic, whitewalls, radio, good condition, \$475. BU 6-4613.

1951 HILLMAN Minx, 4 door sedan, new battery, good tires, good running order, excellent transportation, make offer. AT 2-7754.

1955 CHEV. 4 door automatic, two tone green, snow tires, one owner car, in excellent condition. BE 3-6042 after 6 pm.

1953 FORD 2 ton truck in good running order, bargain for mechanic, \$450.00. GL 1-1280 after 5 pm.

51 FORD Prefect \$50.00. TA 6-3387.

MKV JAGUAR Saloon, XK120 powered, "Roy" at CH 1-2945.

PROPERTY FOR SALE

THREE Bedroom Brick Bungalow, one year old on Justine Drive, Malton, must sell. BU 6-2349.

SIX Room Brick Bungalow in Oakville on landscaped lot, cut stone fireplace, broadloom, storms and screens, taxes \$174, must sell \$16,850. VI 5-6150.

BRICK Bungalow, Bolton, two miles north on highway No. 50, 30 x 70, double garage attached cellar entrance, hardwood floors, large kitchen and living room with fireplace, chilled well with hard and soft water on tap, other extras. Bolton 594 W 12.

N.H.A. Split Level Home, large, modern, on Clarence, fenced and landscaped, finished recreation room, T.V. Antenna, stove and other extras, furniture can be included in sale, this home is offered considerably below even basic price at \$15,500, must sell, owner leaving country. GL 1-4732 for terms.

WANTED

GENERATOR 1 1/2 - 3 KVA, 115V 60-cycle, and gasoline engine. CH 1-9818.

PIANO, apartment size, wanted, must be good tone, K. Goodson, GL 1-5595.

BASKELL Equipment. GL 1-1280 after 5 pm.

CAR Top 12 or 14 ft. aluminum boat, reasonable, Brian Hebbes, Main St., Erin.

MISCELLANEOUS

VERRIDE Bumper lost in south parking lot, for Austin car, Friday night. LE 3-4271.

ACCOMMODATION AVAILABLE

FURNISHED House to rent, five rooms, \$55 per month, oil heating, gas cooking, hydro water system with toilet, 40 minutes to Malton, Riverside location, Victoria 18 R 2.

BEDROOM with home comforts, parking, located in Weston, suit lady or gentleman. CH 6-2772.

THREE Rooms and Bath, phone, heat and light included, \$18 per week, call after six pm. CH 6-7377, business couple, unfurnished.



MOVIES • BOOKS • TV • RADIO

Hear-See

THEATRE • MUSIC • RECORDS

By Elwy Yost

END OF A YEAR: As motion picture projectors whir to a darkened silver screen—as the dying star in the television tube peters to infinity—another year of Show-Biz closes up its cash registers, takes stock of its successes and failures, and looks with a cocked, bloodshot eye toward a future of teetering uncertainty.

Hollywood is trembling more than ever at the impact of TV on its markets (like Vaudeville shuddered when sound came to movies in 1929) and television networks are wavering nervously under the ever-increasing demands of jittery sponsors who rarely allow an inventive gamble: insist instead on the pre-tested formula.

One thing we can say: Show-Biz is never dull. And 1958, despite overwhelming odds, wound toward a close with at least two TV productions that suggest the eternal ray of hope for a more entertaining, creative and enlightening tomorrow.

Playhouse 90's live production of "Seven Against The Wall" brought new force and dimension to its medium with a minute by-minute chronicle of Chicago's barbarous **St. Valentine's Day** massacre of 1929. Ancient touring cars sped from darkened garages, machine-gun bullets shattered the windows of speak-easies, and **Alphonse Capone**, czar of the prohibition era, cigar chewed, paced and bellowed his way in Night-school English through "business" meetings of his Board of Directors. What gave the show such seldom-seen realism and vitality, was a semi-documentary style of presentation, a talented cast containing no name stars, and a narrator who injected factual and insightful data on the times, the characters and their eventual destinies.

As one Toronto critic stated: "It was enough to give a man the jim-jams!" Truly spoken, yet **CBC Folio's** television premiere of **Arthur Miller's "Death Of A Salesman"** was easily the most courageous and probing affair that viewers have been exposed to in a month of Tuesdays.

(We are reminded here of a side-point, a definition, currently doing the rounds, of an **Egghead**: a man who refers to Marilyn Monroe as Mrs. Arthur Miller.)

"Death Of A Salesman" follows its tragic hero, **Willie Loman**, (played to the magnificent hilt by **Albert Dekker**) through the last 24 hours of his earthly existence. Willie's life values had always been a matter of "being well liked", of a smile and a shoeshine, and of vast dreams of material and prestige success for himself and his two sons. But in this play we find him at 63, disillusioned and embittered, a man who has never realized the fulfillment of any of his hopes, and as scene after scene grimly unfolds we watch his total and terrible collapse.

★ ★ ★

XMAS ENTERTAINMENT: Kiddies and oldsters who are still young at heart, will get some charming delight and excitement from two new color spectacles due on Toronto movie screens this festive season.

Respectively titled **Tom Thumb** and **The 7th Voyage of Sinbad**, both involve palm-sized people caught up in worlds of adventure, dragons, merriment and wicked magicians. It all goes to make this reviewer nostalgic over youthful reminiscences of **The Thief Of Baghdad**.

CBC Television plans to run Walt Disney's **Dumbo** at 11.00 a.m., Christmas day and **Alice In Wonderland** in the afternoon. And late-late viewers should have plenty of surprises in store from that grand young man of lunacy, **Jack Paar**.

★ ★ ★

BOOKS: **The Dharma Bums**, by Jack Kerouac, a "beat-generation" novelist, takes its heroes across the vast American outdoors to San Francisco with its cool jazz, wild parties and wild poets.

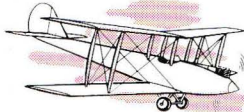
Across The River Of Death, by Jorgen Bisch, couples photographs with tale-telling in its account of the Danish explorer's expedition into the Colonel Fawcett country of the Amazon.

SHRINKING FRONTIERS OF CANADA

In terms of speed capabilities, the north and south borders of Canada are closer for airmen than the east-west boundaries of Metropolitan Toronto for motorists during rush hours.

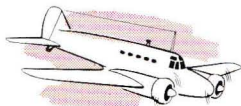
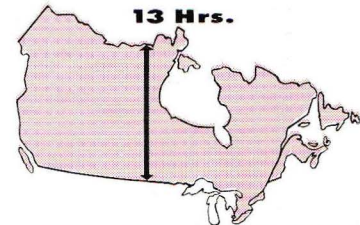
In terms of national defence in the supersonic age, it means potential interception of enemy intruders over isolated regions of Canada's northland by aircraft based in logistically strategic areas closer to industrial sources of supply in the south.

Since the 1920's, the name of Avro has been synonymous with the continuing fulfillment of airmen's desire to fly farther faster!



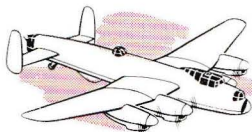
AVRO AVIAN

1920s The speed of this two-seater trainer assembled in Ottawa measured the frontier distance in hours instead of days.



AVRO ANSON

1930s/40s Flying classroom for thousands of RCAF aircrew in World War II this converted twin-engine bomber cut the distance about 25%.



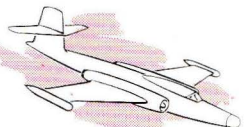
AVRO LANCASTER

1940s Speed of this famous Malton-built 4-engine bomber brought the frontier close enough to be reached between lunch and dinner.



AVRO JETLINER

1940s/50s This first North American jet airliner designed and built at Malton had a speed capable of spanning the country while passengers might view double-feature movie.



AVRO CF-100

1950s Malton-designed and built jet interceptor with speed capability of carrying lethal warload south to north in 135 minutes.



AVRO ARROW

1950s/60s Rapid post war aircraft development at Avro's Malton plant has produced this high performance interceptor with a speed capability to cross Canada north to south in about one hour.



AVRO AIRCRAFT LIMITED

MALTON • CANADA

MEMBER: A. V. ROE CANADA LIMITED & THE HAWKER SIDDELEY GROUP