

Frost Will Urge: Finish 7 Arrows'

TORONTO, Feb. 26, (CP) — Premier Frost of Ontario yesterday said he would urge the federal government to pay for completion of seven unfinished Arrow aircraft at the A. V. Roe (Canada) Limited plants at Malton.

The Premier's statement followed a discussion with officials of District 717 of the International Association of Machinists (CLC).

Cost of the Arrows is estimated at \$150,000,000.

"IT WILL BE a lot cheaper for Ottawa to spend this money to complete the aircraft now being assembled," Mr. Frost told the six union members who met with him.

James McQueen, union business representative, said Mr. Frost was in "full support of the union demands" and would back any move to carry on with existing contracts at the plants where more than 13,000 workers have been laid off with the government's decision to scrap the Arrow interceptor jet program.

A special meeting of workers affected by the Avro Aircraft and Orenda Engines dismissals was being held this afternoon.

The union will report on its progress to have a moratorium on mortgages and extension of company-paid group insurance.

AVRO TOOL design men yesterday decided to form a co-operative organization to be called "New Venture Designs" in order to keep together the team that designed the tooling for production of the Arrow.

One offer to relocate Avro and Orenda workers came from Sault Ste. Marie where the board of education reported it was investigating the possibility of hiring Arrow personnel as teachers.

MEANWHILE the American Federation of Technical Engineers is offering draftsmen and technicians a chance of jobs in the United States.

William Jacobs of Ancaster, president of Local 164, AFTE, said the union's international president and a United States Navy replacement officer would interview applicants on March 5 at the Club Kingsway's Queen Street extension in Toronto.

He said they would see candidates who possessed security clearance for electronic positions in U.S. naval shipyards.

The AFTE local covers Toronto, Hamilton and several other Ontario centres.

Key Avro Men Stay At Malton?

PM And Firm's Boss
Talk For 10 Minutes

OTTAWA, Feb. 26, (CP) — Current talks between federal cabinet ministers and senior officials of A. V. Roe (Canada) Limited are aimed at the moment at preserving a nucleus of skilled workers at Roe's Malton plants, informants said today.

Apparent theme is a general desire to produce a less inflammatory atmosphere between the government and the company.

Mr. Diefenbaker today held a ten-minute meeting with Crawford Gordon, Roe president, and said company officials will continue discussions with a cabinet committee.

REPORTS that Mr. Diefenbaker and Mr. Gordon did not meet during the five months that the government was making up its mind to scrap the Arrow jet interceptor have not been denied by the government.

But it is felt that if the present calm continues, some arrangement can be worked out to hold together a core of skilled workers at the Avro plants shut down by cancellation of the Arrow project.

Once this was accomplished, the government and company would have time to put together some new — but limited — production plan for the firm.

The government is on record as saying that Canada must retain its skilled workers to be able to compete with American industry.

THE GOVERNMENT last fall took steps to prevent exodus to the U.S. of all the scientists and engineers laid off by cancellation of the Astra armament control system and Sparrow air-to-air missile.

It set up a fund of more than \$1,000,000 to keep a nucleus of these skilled men working on small research projects for the armed forces—jobs the services had wanted done but for which trained men had not been previously available.

It is conceivable that something similar may be worked out in the case of skilled men affected by the Arrow and the Iroquois jet engine cancellations.

DENIES RUMOR

No Scrapped Jets Left, Says Scientist

TORONTO (CP) — None of the ill-fated Avro Arrows escaped a 1959 federal order to scrap the supersonic interceptor aircraft, says Dr. David M. Baird, director of the National Museum of Science and Technology.

Dr. Baird was commenting on reports published Saturday that one of the Arrows, built by the now-defunct A. V. Roe Co. of Canada, may be hidden in a government establishment.

The \$500,000,000 project to build the Arrows was scrapped on the grounds that inter-continental ballistic missiles made the aircraft obsolete.

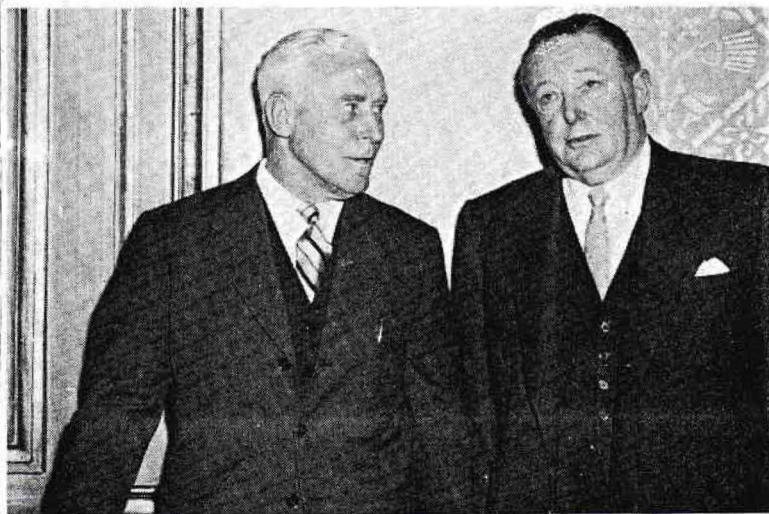
Rumors have persisted since then that one aircraft may have remained intact. Five Arrows

were built and six more were being assembled when the project was ordered terminated, forcing the layoff of 14,000 workers.

"I only wish the rumor were true," Dr. Baird said Sunday. "We don't know of any surviving Arrows, but they were magnificent aircraft. We'd give our eye teeth to have one."

He said there may be enough surviving pieces of the Arrow scattered around the country to build a whole plane but none of the interceptors survived the cutting torches.

He said the National Aeronautical Collection contains an Arrow nose section and 12 feet of fuselage. The 30-ton jets could reach speeds of 1,500 miles per hour.



MARITIME REUNION. Two former factory hands got together again re-Halifax. Left to right are C. E. Hibbert, managing director of Fairey Aviation Ltd. and Sir Roy Dobson, chairman of the board of A. V. Roe Ltd., managing director of A. V. Roe Co. of Manchester and a director of the Siddeley Group. Back in 1923 Sir Roy was a foreman at A. V. Roe's plant at Hants., while Mr. Hibbert was a charge hand on the Fairey seaplane line at plant.

De Havilland Aircraft of Canada announced the appointment of I. M. Liss as general manager of the Company's Special Products and Applied Research (SPAR) Division, Malton, Ont. Mr. Liss joined de Havilland Canada in 1942, and after serving with A. V. Roe (Canada) Ltd., returned to de Havilland in 1959.

Spar Aerospace



I. M. Liss

Spa

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