

Reactor Work May Save Avro

By PETER DEMPSON
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OTTAWA — Manufacture of components for British-designed nuclear power reactors may be undertaken by Avro, said Sir Roy Dobson, chairman of the board of A. V. Roe Canada Ltd.

The move, if decided upon, would help to keep the Malton plant operating until new contracts for it can be found.

Sir Roy, accompanied by J. S. D. Tory, of Toronto, a vice-president of Avro, was here to confer with Prime Minister Diefenbaker and other Cabinet ministers on proposals for alternate work at Avro.

He is president of Hawker-Siddeley Aircraft Ltd., the British parent company of Avro.

Sir Roy said a sister company of Avro in Britain is building small nuclear power plants. Orenda Engines Ltd., at Malton, is also doing some work in this field.

"It's possible the manufacture of some of the parts may be fed to the Orenda plant as there is a direct link between them," he said.

Several proposals—described earlier by Defense Minister Pearkes as "minor"—were placed before the Government for alternate work at Avro.

Mr. Pearkes was not present during the interview with Sir Roy.

"We don't regard them as minor," said Sir Roy. "They could mean quite a lot to the Malton plant if accepted."

LITTLE DIFFERENT

He admitted, under questioning, they were little different

from those put forward last week by Crawford Gordon, Avro president.

The Commons was told Friday by Finance Minister Fleming the proposals advanced by Mr. Gordon related to civil and military aviation and nuclear power.

Asked if Avro planned to enter the field of nuclear-powered aircraft research, Sir Roy replied: "We haven't discussed this in any way with the Government."

"We've been doing a lot of thinking in our British plant about atomic-powered aircraft," he said. "And we have a scheme, but it's no more than lines on a paper as yet. It's many years away."

It could be brought into fruition much sooner, he said, if Government financial support—"any government"—could be obtained.

On the question of Avro's scientific personnel and technicians, many of whom are now considering accepting U.S. offers of jobs, Sir Roy said:

"We'll take all we can get back home rather than lose them," he said. But he admitted some would still probably go to the U.S.

Sir Roy emphasized that James Floyd, who designed the Avro Arrow, CF-100 and the abandoned Avro Jetliner, would have a job "either here or in Britain as long as he wants one."

CONFIDENTIAL

Sir Roy, who stressed that the talks were being kept confidential at the Canadian Gov-

ernment's request, said that at this stage the "least said about them the better."

When asked if he thought they would result in new Government contracts for Avro, he replied:

"I wish we knew the answer to that \$64 question." He added that if the U.S. were to place orders for 1,000 flying saucers, it would mean a lot of work for Avro.

He would be in Toronto today, he said, and planned to return to Britain late this week.

The whereabouts of Sir Roy and Mr. Tory in Ottawa the last two days were kept so secret that it wasn't until the Commons opened yesterday afternoon the two of them were spotted in the diplomatic gallery.

When reporters tried to talk to them as they were leaving, members of the Commons protective staff threw

a barricade around them, and claimed it was on instructions from the Prime Minister.

They were heading for talks with Mr. Pearkes at the time.

Later Sir Roy said they had asked for "protection" from newsmen until after their talks had been completed.

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