The Canadian Industry

Garrett Manufacturing Corporation of Canada, Ltd., 4 Racine Road, Rexdale, Ontario.

HEADQUARTERS and plant of this company—a subsidiary of the Garrett Corporation of Los Angeles—are in Rexdale, Toronto. In full operation is a specially equipped electronic laboratory engaged in the repair, overhaul and manufacture of several types of aircraft components. During the past year the test facilities have been expanded to provide for various curves of turbo machinery, including refrigeration turbines, air-turbine starters and auxiliary gas-turbines. The company has a number of contracts with the Canadian government.

Godfrey Engineering Company, Ltd., 480 Metropolitan Boulevard, Lachine, Montreal 32.

AN affiliate of Sir George Godfrey and Partners, Ltd., of Hanworth, Middlesex, the Canadian Godfrey company continues its work on the manufacture of air-conditioning equipment for aircraft, including cabin superchargers and cold-air units. Ground servicing equipment is also designed and manufactured.

North American aircraft utilizing Godfrey equipment include the Viscounts of T.C.A. and of Capital Airlines.

Hunting Associates, Ltd., 1450 O’Connor Drive, Toronto.

The five main companies in the Canadian Hunting group have yet another extremely active year to report. During the last twelve months, a new company—Hunting Technical and Exploration Services—has been formed; and P.S.C. Applied Research, Ltd., has passed from Hunting to A. V. Roe Canada ownership.

On the occasion of the sale of P.S.C. Applied Research, Ltd. (designers and manufacturers of electro-mechanical instrument systems, including the R-Theta computer), D. N. Kendall, founder and operating head of the Canadian Hunting companies, said that the group now would expand its main interests—air conditioning equipment and overhaul of engines, resources, research and engineering—with an emphasis on geophysics. Brief notes on the various Hunting companies in Canada follow.

Aeromagnetic Surveys, Ltd., 1450 O’Connor Drive, Toronto. During the past year, A.S.L. has become a wholly owned subsidiary of Hunting Associates, and for the second time has been awarded a “Blue Ribbon” award by a panel from the U.S.A. for “achievement in equipment development aiding the technological advancement of the mining industry.” The equipment so honoured is the helicopter version of the company’s electromagnetic detector. A record volume of geophysical work was carried out during 1956, and staff numbers were doubled.

Field Aviation Company, Ltd., Oshawa Airport, Ontario. Primarily concerned with the maintenance, overhaul and special-purpose modification of Kenting’s aircraft fleet, Field also performs maintenance work for the R.C.A.F. On the agency sales side, business has continued to expand—particularly in the executive-aircraft sphere—and there are now Field branches at Ottawa, Toronto, Winnipeg and Calgary, in addition to the headquarters at Oshawa. The company has been associated with a North American demonstration tour of the Hunting Percival Jet Provost.

Hunting Technical and Exploration Services, Ltd., 1450 O’Connor Drive, Toronto. This company was formed last December to take over the existing engineering services of the resources-survey division of the Photographic Survey Corporation. It is staffed with a body of survey engineers, soil engineers, environmental scientists, hydrologists, agriculturalists, geologists, geophysicists and engineers in other fields, H.T.E.S. performs resources surveys and also offers consulting and advisory services relating to the natural-development of the country. Utilizing this July, this year, the opening of a branch office in Calgary was announced.

Kenting Aviation, Ltd., Oshawa Airport, Ontario. Operators of the varied P.S.C./A.R.L. fleet of aircraft, Kenting were honoured in April this year by the award of the Johnstone Memorial Trophy for the company’s work (and severally by the Aerovistas, Ltd., who had participated in the 1955-56 Antarctic Expedition. One of the company’s Cansons has been operating both in Grahain Peninsula in the Antarctic and in Baffin Island, each of the Arctic, during the last twelve months. The company’s airborne profile recorder is being used, and the aircraft will include a B-17, Canso, DC-4 and DC-3.

Other recent developments include the formation of a new air-survey company, Aeromapas Seravence, in Caracas, Venezuela; the acquisition of tellurometer electronic distance-measuring equipment; and the formation of an associated company, Photoronix, Inc., in the U.S.A.

Jarry Hydraulics, Division of Jarry Automobile, Ltd., 4384 St. Denis, Montreal 18.

IT is doubtful if any other aircraft company in the world can match Jarry Hydraulics for the sheer intensity of their operations. Their total floor-space devoted to work on the CF-105 Arrow has in the past been only 19,000 sq ft, yet their turnover in the current year should exceed $34m, and $39m can be seen five years hence. Jarry Hydraulics have been established only six years yet they are in production upon an extraordinary range of major items of equipment for some of the most advanced aircraft in the world.

Among the items designed by Jarry and manufactured solely by them may be counted the complete nose undercarriage for the CF-105 Arrow, together with the powered controls for all three axes, speed-brake jacks, main-undercarriage jacks and up-lock jacks for the D.H.C.4 Caribou. In addition, the company have gained the contract for all units of the undercarriage and other major accessories. For many years substantial production has been maintained upon undercarriages, flap-jacks and brake actuators for the Beavers, Otter, F-86 and F-105.

In addition Jarry licence-produce the Bendix main undercarriage for the CSZF Tracker. For the CL-28 Argus, Jarry make the main and nose undercarriages (of basic Messerschmitt design) together with the steering cylinder, main retraction cylinder, up-lock jacks and the flying-control feel-simulator (by Hobson); in addition each Argus has eight ball-screw flap actuators of Jarry design. Similar business is expected to accrue with regard to the CL-44 transport.

Considerable effort has been applied to the development of high-temperature hydraulics, and these have been employed in the new (owing to the supersonic environment) and also in engine accessories, including nozzle actuators for the reheat Orenda (now in production) and in prototype form for the Iroquois. Jarry also licence-produce large quantities of Bendix wheels and brakes, and they overhaul and repair the undercarriages of T.C.A. North Stars and Super Constellations.

Jarry Automobile, Ltd., entered the aviation business during World War 2, and resumed development operations in 1946. Since then, 60,000 sq ft on five floors above the company’s car showrooms was turned over to the development and manufacture of aeronautical products. An engineering design department was established in 1953, and full environmental-test and other experimental rigs have since been added, which, for an extraordinarily low outlay, have enabled the company to qualify units for the supersonic CF-105. On September 1 Jarry are opening a new facility of 18,000 sq ft equipped with over 50 large machine tools.

The new plant, also in north Montreal, will be particularly suited to work on the heavy forgings of the Argus undercarriage and of the CL-28 or CL-44. The largest gear for the CF-105, for instance, is of considerable size and will necessitate the use of heavy machine tools for their production.

Not unnaturally Jarry Hydraulics have been so successful that they have been approached by "two American firms and one British firm ... with a view to acquiring financial control." The company have elected to remain completely independent. Total floor-space with the new plant in operation will total some 78,000 sq ft and the payroll will be approximately 250. The company president is Fernand Jarry.

In this Jarry Hydraulics test room are jacks for CL-28 Argus (main undercarriage), Otter, CSZF and Beaver aircraft.