

## Canadian Car and Foundry Limited

AVRO  
SUBSIDIARY

Canadian Car and Foundry Limited at Fort William got into the aircraft business the latter part of 1937. A staff of 250 produced 48 aircraft — 48 *Grummans* and two experimental models, the *Gregor* single-seater fighter, and the *Maple Leaf* trainer — during 1938.

In 1939 they produced six *Grummans* and one *Maple Leaf* trainer.

During 1940 the staff rose to 1,800. They produced 79 *Hurricanes* and 20 sets of wings and center sections for the *Hampden* bomber.

In 1941 the staff reached 7,000, including employees

on repair and overhaul work. Production figures are as follows: *Anson*, 241; *Hurricane*, 1,371; *Curtiss Hell Diver*, 30; *Hampden* sets, 60. Repair and overhaul work commenced at Amherst and Dorval on such aircraft as *Anson*, *Fleet*, *Hurricane* and *Mosquito*.

By 1943 the staff had reached 12,000, occupying a total plant area of 2,000,000 square feet.

Post war, Canadian Car manufactured, among other things, the *Harvard* trainer, and undertook a sub-contract on the *Grumman Tracker* for the Royal Canadian Navy.

## Canadian Associated Aircraft Limited

Canadian Associated Aircraft Limited was formed late in 1938. It involved a group of six Canadian companies — Canadian Car and Foundry, Canadian Vickers, Fairchild of Canada, Fleet Aircraft, National Steel Car and Ottawa Car.

At this time Britain had purchased *Lockheed Hudson* bombers, by-passing Canada. This caused complaints from Canadian industry which brought a *Handley Page* mission to Canada. As a result, Cana-

dian Associated Aircraft was formed and the new company was awarded an "educational" order for *Hampden* bombers.

Each company was to produce certain components and assembly hangars were built at Malton and St. Hubert. According to the records, 160 *Hampdens* were built.

Canadian Car and Foundry's original order for 40 *Hurricanes* was obtained at the same time.

## National Steel Car Company

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The National Steel Car Company of Hamilton built a plant at Malton in 1938, and its first order was for 21 *Lysanders*. The plant was extended in 1939 in anticipation of manufacturing *Hampden* components, and

further extended to increase *Lysander* production. By 1942 the company was building *Lancasters*, *Lysanders*, *Hampdens* and *Ansons*.

## Victory Aircraft Limited

BECAME AVRO  
IN 1945

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In 1942 the National Steel Car plant was turned over to the Canadian government and became known as Victory Aircraft Limited. Total wartime production

of the unit was 700 *Ansons*, 430 *Lancasters*, 227 *Lysanders*. The company was in production on the *Lincoln* and the *York* when operations ceased.

## Federal Aircraft Limited

③ AVRO AIRCRAFT  
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Federal Aircraft Limited, Montreal, another crown company, produced in the neighborhood of 3,000 *Ansons*

during World War II. This company developed the *Anson V*, which was licensed as a civil aircraft post war.

## MacDonald Bros. Aircraft Limited

MacDonald Bros. Aircraft Limited, Stevenson Field, Winnipeg, commenced assembling English aircraft in 1940 — commenced producing *Ansons* in 1941. This

work was in addition to a large repair and overhaul operation. Up to the end of 1943, they had built 545 *Ansons*, and assembled 369 *Ansons* and *Fairey Battles*.