

Bristol de Mexico

The formation of Bristol de Mexico, S. A. de C. V. as a Mexican subsidiary engine overhaul base, has been announced by The Bristol Aeroplane Company of Canada (1956) Limited. To be operated on similar lines to Bristol's Canadian overhaul and repair plants, the Mexican firm will be staffed primarily with Mexican nationals with the exception of a few Canadian technicians.

Bristol de Mexico has obtained a long term lease of a site on the Central Airport at Mexico City, where a new building, now in the architect's hands, will be erected, with full-scale operations scheduled before the end of the year. Included in the plans for the building is a modern test cell to be designed by F. Janke, designer of the Bristol test houses at Montreal and Vancouver.

The directors of the new company will be: R. J. Reynolds, president; B. A. Chalmers, vice-president; J. A. Anderson, vice-president & general manager; and J. N. Dalton. Two additional Mexican members of the Board are yet to be nominated. General manager J. A. Anderson was formerly assistant manager, engineering, Bristol Aero Engines Ltd., Montreal.

World's Largest

The largest hydraulic rubber-pad forming press in the world, 14,400 ton capacity, is scheduled to swing into operation early in June at the manufacturing division shops of Avro Aircraft Limited.

By that time some 600 tons of metal and parts will have been assembled in the huge concrete pits prepared for it last fall.

Built to Avro specifications by Siempelkamp, Krefeld, Germany, the new press has been constructed on location under the supervision of two German mechanics who were joined as the press reached its final stages of completion, by the designer Herbert Schirmer, who is seeing the job through to completion.

To conserve space the heavy hydraulic equipment has been installed under the main members of the press and

unlike the conventional smaller presses, the pressure is exerted from below, pushing the loaded platform up into the rubber pad, which measures 10 ft. by 5 ft. by one foot thick. Operating at a pressure of 4,000 psi, the new press has been installed to handle heavier gauge sheets with greater accuracy than the present 5,000 ton presses now in use. To give additional strength and rigidity the upright members of the press have been constructed of metal slabs held together in groups.

Subsidiary Busy

In a recent annual report to the shareholders of the Vertol Aircraft Corp., it was pointed out that the wholly-owned Canadian subsidiary, Vertol Aircraft Company (Canada) Ltd., reached a sales volume of approximately \$300,000. The Canadian overhaul base was set up primarily to service the Vertel (Piasecki) H-21 and HUP helicopters now in service.

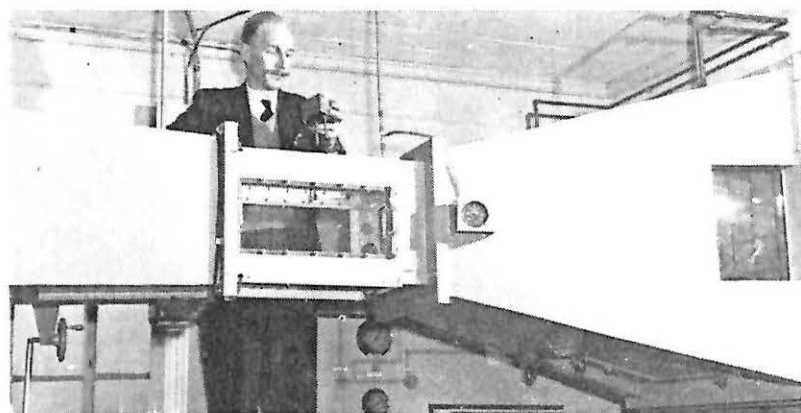
New M-H Activities

Activities of the Ordnance and Doelcam divisions of Minneapolis-Honeywell Regulator Co. Ltd. will be handled by the Canadian company's Aero Division, Carl A. Anderson, Aero Division manager, has announced.

"Taking over the responsibility for these divisions," Mr. Anderson said, "includes Canadian design and development of weapon systems and electro-mechanical instruments similar to those developed by the parent company but incorporating requirements which are specifically Canadian."

Mr. Anderson, who was named manager of the Canadian company's Aeronautical Division when it was formed last July, also said that, where applicable, the sale of products manufactured in the United States by the Ordnance and Doelcam divisions would also be an important function of the Aero Division.

Products and devices of Doelcam include synchros, gyros, servos, micro-syns, servo motors and other electro-mechanical instruments for measurement and control used in automatic



TRIAL & PUNISHMENT: Applied Research Ltd., Toronto, recently opened its new environmental test laboratories, claimed to be the most comprehensive privately-owned facilities of their kind in Canada. Above is Sr. Project Engineer E. O. Robertson starting test on ARL-designed icing detector probe, in icing wind tunnel he designed himself. Below, L, Bill Wilson is shown operating equipment which provides salt-fog atmospheres for accelerated corrosion tests; R, Lab. Dir. E. O. Bratten and Roy Adams standing before temperature chamber which can supply extremes ranging from -100°F. to $+300^{\circ}\text{F.}$

