

**HISTORY:** Spilsbury is a Canadian owned company incorporated in 1941. Magnesync Moviola in the US is a sister company.

**CAPABILITY:** Spilsbury specializes in radiotelephone equipment, antennas, and navigational aids for long-range frontier and coastal marine communications. The company develops and manufactures HF single sideband radio communication equipment for land and marine use, fixed and mobile. They are also concerned with the overall concept of providing a system of communications rather than with the manufacture of specific units. One of the major areas of innovation in this field has been the design of a unique series of antennas which increases the effective communicating power of a radio by ten to fifteen times over a conventional installation. These Spilsbury, center-loaded, variable tuned, HF, whip, antennas are used in portable, mobile and fixed service on land, sea and air. In addition to the above, Spilsbury manufactures VHF/FM radiotelephone equipment for mobile and fixed station land or marine use. Other specialized equipment includes low frequency, non-directional beacon systems for medium range aeronautical or marine navigation installations. Spilsbury builds a complete line of Digital Voice Repeaters for instant recall of telephone or radio messages, Digital Voice Loggers, ATIS Automation Terminal Information Systems; VOLMET Systems, Weather Radio Systems, and Airline Arrival/Departure Systems.

**AVERAGE WORK FORCE:** Professional (Technical) – 16  
General Assembly – 20  
Others – 35

**GROSS SALES:** 1986 – \$6.7M  
1785 – \$8.2M

**PLANT SIZE:** 38,000 St Ft

**EXPERIENCE:** Spilsbury equipment is used in over 50 countries including the US.

**KEYWORDS:** Airline Arrival/Departure Info; Antennas; Beacons; Center-Loaded Antennas; Communications; Digital Voice Repeaters; Digital Voice Loggers; Fixed Radios; HF Antennas; HF Radios; HF Whip Antennas; Low Frequency Beacon Systems; Mobile Radios; Navigation; Navigation Aids; Non-Directional Beacon Systems; Radiotelephone Equipment; Single Sideband Radios; VHF/FM; Variable Tuned Antennas.

**REVISED:** January 88

## STANDARD AERO Ltd

**ADDRESS:** 33 Allen Dyne Road  
Winnipeg International Airport  
Winnipeg, Manitoba, Canada  
R3H 1A1

**CONTACT:** Mr Ken Norman, Manager, Business Development – (204) 775-9711

**HISTORY:** Standard Aero is Canada's largest independent overhauler of aircraft engines. The company was started in 1935 as an overhauler of reciprocating engines – turbojet overhaul began in 1960. In 1987, Standard Aero was purchased by Avcorp Industries Ltd, a diversified Canadian aerospace company with headquarters in Montreal, Canada.

**CAPABILITY:** Standard Aero's head offices and overhaul facilities are located at the Winnipeg International Airport. With an experienced and dedicated workforce of 816, SAL is well positioned to meet the needs of both its commercial and military aviation customers. Trained service technicians provide expert repair and overhaul services for the following gas turbine engines:

- Allison T63/250 series (all models of turboshaft engines)
- Allison T56/501 series (turboprop engines)
- Allison 501 series (industrial engines)
- Lycoming T53 series (turboshaft engines)
- Lycoming T55 series (turboshaft engines)
- General Electric T58 series (turboshaft engines)

- Pratt & Whitney Canada PT6A series (engines)
- Sundstrand/Turbomach APUs
- And all related accessories

In addition to the overhaul facility in Winnipeg, SAL's North American operations include a network of regional service centers in Dallas, TX; Van Nuys, CA; Charlotte, NC; Vancouver, BC; and Montreal, Que.

Allison Gas Turbines has appointed Standard Aero's London, England operation as distributor and direct service dealer for T56/501 gas turbine engines for the European area.

An international branch in Bellevue, WA, exports parts and overhaul services to all seven continents. Foreign commercial and military customers rely on SAL to supply them with specialized parts from over 2000 manufacturers.

Standard Aero has complete engineering, quality control, parts remanufacturing, field services and test facilities for its worldwide customer base.

**AVERAGE WORK FORCE:** Engineers – 35  
Mechanics/Technicians – 150  
Others – 631

**GROSS SALES:** 1986 – \$140M  
1987 – \$160M

**PLANT SIZE:** 270,000 Sq Ft

**EQUIPMENT:** Complete in-house machining operation including metal and plasma spray, turning, grinding and EDM equipment.

**EXPERIENCE:** The company provides service to the Canadian Armed Forces, the Canadian Government, most helicopter operators in Canada, and fixed wing operators using the Allison 501 engine.

**KEYWORDS:** Aircraft Engine Overhaul; R&O (Engines).

**REVISED:** February 88

## STEVESTED MACHINERY & ENGINEERING Ltd

**ADDRESS:** 7943 Progress Way  
Tilbury Industrial Park  
Delta, British Columbia, Canada  
V4G 1A3

**CONTACT:** Mr I Z (Steve) Lovas, CET, President – (604) 946-7621

**HISTORY:** Stevested Machinery & Engineering Ltd was established in 1970. The main focus has been on precision machining. The company moved to its present location in Tilbury Industrial Park in 1978 where it has now 23,000 sq ft of working area.

**CAPABILITY:** The company is one of the most advanced machine shops in Western Canada and capable of handling anything from medium to large complicated aircraft parts and assemblies required by today's aerospace industries. During the past two and a half years, Stevested purchased a large true 5 axis machining center and a large 3 axis turning center. Both these machines are designed specifically to handle the machining problems of sophisticated parts encountered in the aircraft industry. Other CNC equipment has been purchased in the past, but these machines are quite standard in a technologically advanced machine shop. These machines are programmed by an Apollo Based Graphic NC CAD/CAM Programming System.

The company's Quality Assurance Program has been refined through many changes and revisions to meet US and Canadian military specifications. At present, Stevested Machinery & Engineering Ltd is approved by Bell Helicopters, Raytheon, and Litton Systems, pending approval by Pratt & Whitney and Boeing of Seattle.

**AVERAGE WORK FORCE:** Office Staff – 5  
QA Manager – 1  
Others – 19