

Four Decades of Radio, Television
and Electronics

June 26, 1986

Page 6.

However, the evolutionary experiences, engineering and production know-how provided for an engineering staff and "reserved" production facilities for several projects of the joint U.S./ Canada defence requirements. Stewart-Warner Canada provided Ottawa with many prototypes, technical assistance and designs as well as limited-run production models in the electronic field, starting with the Korean war and progressing to the "alert" condition of the mid and late 1950's.

In 1959, by a joint engineering effort between the Chicago and Canadian Division, in their special electronics plant at Chicago, Stewart-Warner Canada came up with a design of coder for military aircraft for IFF (identification, friend or foe). The DND (Defence Department) contract created a two-year program of tooling, production redesigning, parts assurance qualification, production of assembling, miniature inserting, wiring, soldering, testing, and life-testing. This "tried" the resources of the Company, but was concluded satisfactorily to all concerned. Immediately following the completion of this contract, the Air Force issued a specification for a test unit to check out and trouble-shoot the coders, while they were in the aircraft, for time-saving and operational needs. This was designed, proved and accepted in 1961, and the limited production contract completed in 1962.

From 1956 to 1966, Stewart-Warner Canada engaged, as far as electronics were concerned, in special domestic applications. One of these products, the pioneer models of which were imported from the U.S. plant, was "on-the-car" wheel balancers. In the late 50's, the third generation of these fantastic units was produced in Belleville, the model 7057. These balancers permitted the balancing of wheels, at high speed, right on the automobile, both statically and dynamically. From this was developed the technique "balancing" and detecting other deficiencies in the car's system such as loose bearings or undesirable brake conditions, etc. Eventually, some seven models were produced, including the last one which had a solid-state amplifier and strobe unit. One model, with a 7 1/2 H.P. Electric motor could accurately rebalance truck wheels.

In 1966, Stewart-Warner tendered on and received a contract to build, erect, supply and operate a complex electronic information display system, spread over 2 1/2 miles of islands in the St. Lawrence River for Expo '67. All the past experience, engineering, financial reliability and reputation for reliability helped