

## Canada flies high at Paris International Air Show

Thirty-one Canadian aerospace companies took part in the thirty-fifth Paris International Air Show in Paris, France, May 26 to June 5, 1983.

The participants displayed various Canadian aerospace products, systems and services and some Canadian-designed and -built aircraft took part in the air show itself. Canadian participation in the exhibition was a joint industry-government effort representing an investment of more than \$2 million.

### Modest beginnings

Canada's aerospace industry began on February 23, 1909, with the first successful flight in Canada of the *Silver Dart*. This led to the creation of one of Canada's first aircraft companies, the Canadian Aerodrome Company, in Baddeck, Nova Scotia. The company later produced the first aircraft designed and manufactured in Canada, the *Baddeck No. 1*, which was completed in July 1909.

From this modest start, through two world wars, Canada built the aerospace expertise which served as a base for the continuing growth of this new industry.

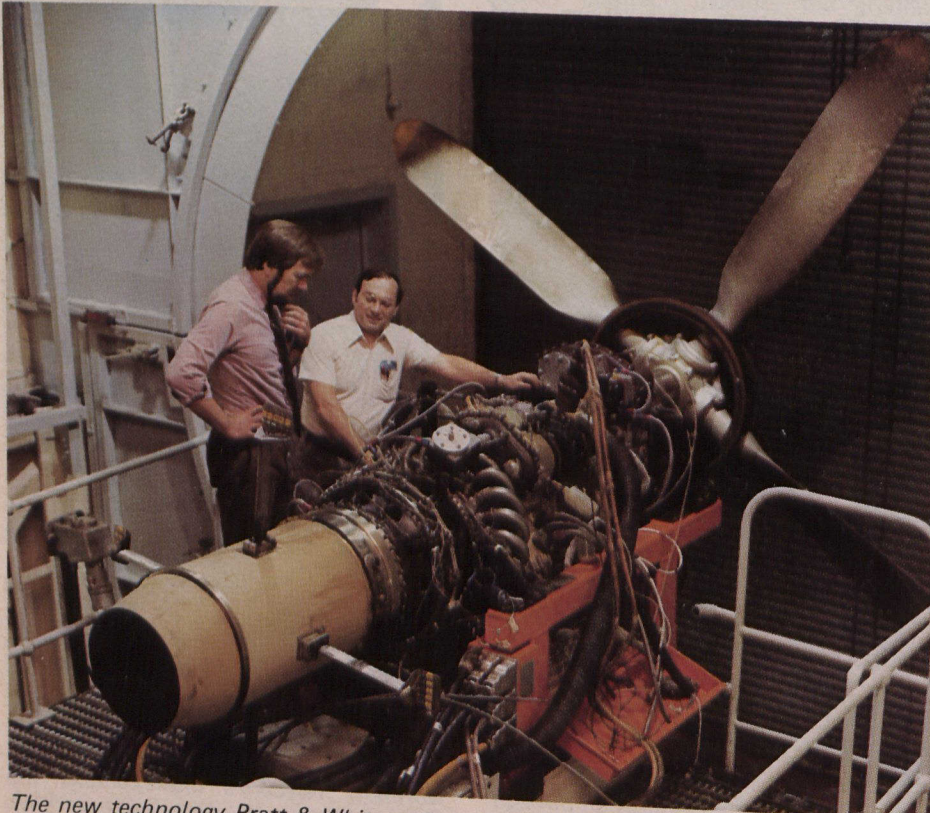
By the end of the Second World War, close to 17 000 aircraft of nearly two dozen different types, from elementary



*The Garrett Manufacturing Limited personal locator beacon/transceiver provides an emergency homing signal as well as two-way voice communication with search aircraft.*

trainers to fighters and heavy bombers, had been manufactured in Canada.

Today Canada's aerospace industry is composed of more than 125 companies which supply the world aerospace in-



*The new technology Pratt & Whitney Canada PW 100 turboprop engine series has been selected to power four new-generation regional transport aircraft.*

dustry and airlines with state-of-the-art and, in some cases, unique aircraft, aero-engines, components, systems and services which have gained an international reputation for high quality and reliability.

### Rapid growth

In the past six years, industry sales have increased by more than 300 per cent, from \$906 million in 1976 to a record \$3 billion in 1982. Industry forecasts indicate sales will more than double again by 1986, reaching an estimated \$7 billion.

Employment in the industry now exceeds 40 000 people and the industry estimates that employment will increase over the next few years to more than 51 000 in 1986.

Over the past five years, approximately 80 per cent of the industry's total sales have been in the highly-competitive export market. In 1982, export sales by the Canadian aerospace industry amounted to more than \$2.4 billion.

Since 1947, nearly 4 000 Canadian STOL (short, take-off and landing) transport aircraft, utility amphibians and business jets have been produced and sold to more than 100 countries. These aircraft include the de Havilland *Beaver*, *Twin Otter*, *Buffalo*, *Caribou* and *DASH 7*, and Canadair's *CL-215* multi-purpose amphibian aircraft and the *Challenger*.

In the same period, some 3 700 military aircraft such as the *F-86 Sabre*, *CF-104 Starfighter* and *CF-5 Freedom Fighter* have been produced under licence in Canada. One of the outstandingly successful military aircraft designed and produced in Canada in the 1950s was the Avro *CF-100 Canuck*. About 800 *CF-100*s were manufactured for use by the Canadian and Belgian Air Forces.

Canada, which ranks fifth in free world aerospace industries, after the US, Britain, France and West Germany, manufactures special and diversified products at the forefront of technology.

### Strong research base

Proportionate to its size and number of employees, the industry is one of Canada's two largest investors in research and development, investing an average of 10 per cent of its revenues.

Some of the new initiatives currently under development in the industry include:

- the Pratt & Whitney Canada *PW100*, an advanced-technology, fuel-efficient turboprop engine;
- the de Havilland *DASH 8*, Canada's newest airplane;
- the Litton Systems Canada new genera-