Fast, fuel-efficient and quiet, Canadair's Challenger is a modern long-range, high-technology private corporate jet.

Canadair also builds the CL-215, specially developed for fighting forest fires.

STOL aircraft, such as the Dash-7 and Dash-8 fly for airlines in the Caribbean, throughout Europe and the Far East, as well as in North America. In fact, a Stolport is being built in London, England's crowded city centre for the Dash-7 which will provide a unique gateway to Europe. It will enable commuters to fly direct from the downtown core of London to major urban centres in Europe.

What Canadians learned in designing specialty aircraft they have applied to solving the transportation problems of the global business community. The *Challenger*, built by Canadair Limited, is one of the world's best private corporate jets. It can fly transatlantic routes as efficiently and quietly as it does short inter-city hops. The Challenger can also take off and land at noise-restricted airports inaccessible to most other private jets, with its two extremely quiet high bypass turbofan engines. Advanced-technology wings make the Challenger fast and fuel-efficient, using 20 to 40 per cent less fuel than previous generation corporate jets. It has a range of up to 3 500 nautical miles (approximately 6 486 km) and can carry 19 passengers in comfort, which is why more than 140 Challengers have been sold throughout North America and across the world.

Forest firefighter

The forest is a precious resource on which Canadians depend for trade, employment and recreation. A special waterbomber, the *CL 215* is the only plane in the world specially developed to fight forest fires. It can speed along the surface of a lake, scoop up 6.6 tonnes of water in 10 seconds and drop it with pinpoint accuracy over a fire. This plane can make over 200 separate drops in a day, representing a phenomenal volume of water for effective fire saturation and control.

Make-it-yourself

Some inventors start young. Dale Kramer, Canadian inventor of the *Lazair*, an "ultralight" plane, started making wooden airplanes at age five and has been building them ever since. The Lazair was not the first ultralight built, but it did contribute to the resolution of manœuvrability and safety problems that plagued the early models. In the Lazair, the pilot is positioned under the wings, with no cockpit to block the view. The plane can operate on its two engines or, with engines turned off, it can be flown as a glider. The Lazair, available in kit form from Ultraflight Sales Limited, can be assembled by anyone possessing moderate mechanical skills, without special tools, in about 150 hours.