

# Aero Exports Top \$100 Million

**W**HAT IS probably an all-time high for exports of Canadian-manufactured aviation products was recorded in 1958, according to figures taken from the DBS publication "Trade of Canada, Exports".

The figures show that the value of these aviation exports recorded by the Bureau was at least \$109 million. Statistically, the Bureau does not differentiate between aero engines and other types of engines, insofar as exports are concerned, so the value of some engine exports, particularly parts, may not be included in the figures given here.

**Parts Business:** It is known that Canadian Pratt & Whitney does a substantial export business running into millions of dollars annually, main-

ly in engine parts, but the dollar value of this business is not available. Similarly, Orenda Engines ships substantial quantities of engine parts to users of its powerplants in foreign countries.

It is also not clear if the value of the Orenda turbojets installed in Sabres and CF-100's exported to West Germany and Belgium, for example, is included in the figure given for the value of the aircraft themselves.

Largest importers of Canadian-built aircraft during 1958 were Belgium, with 38 CF-100's valued at \$20,606,000; India, with 26 Otters worth \$2,233,648; the United States, with 147 Beavers and Otters worth \$7,460,077; West Germany, with 194 Sabres valued at \$62,241,699.

It is obvious that with shipments of

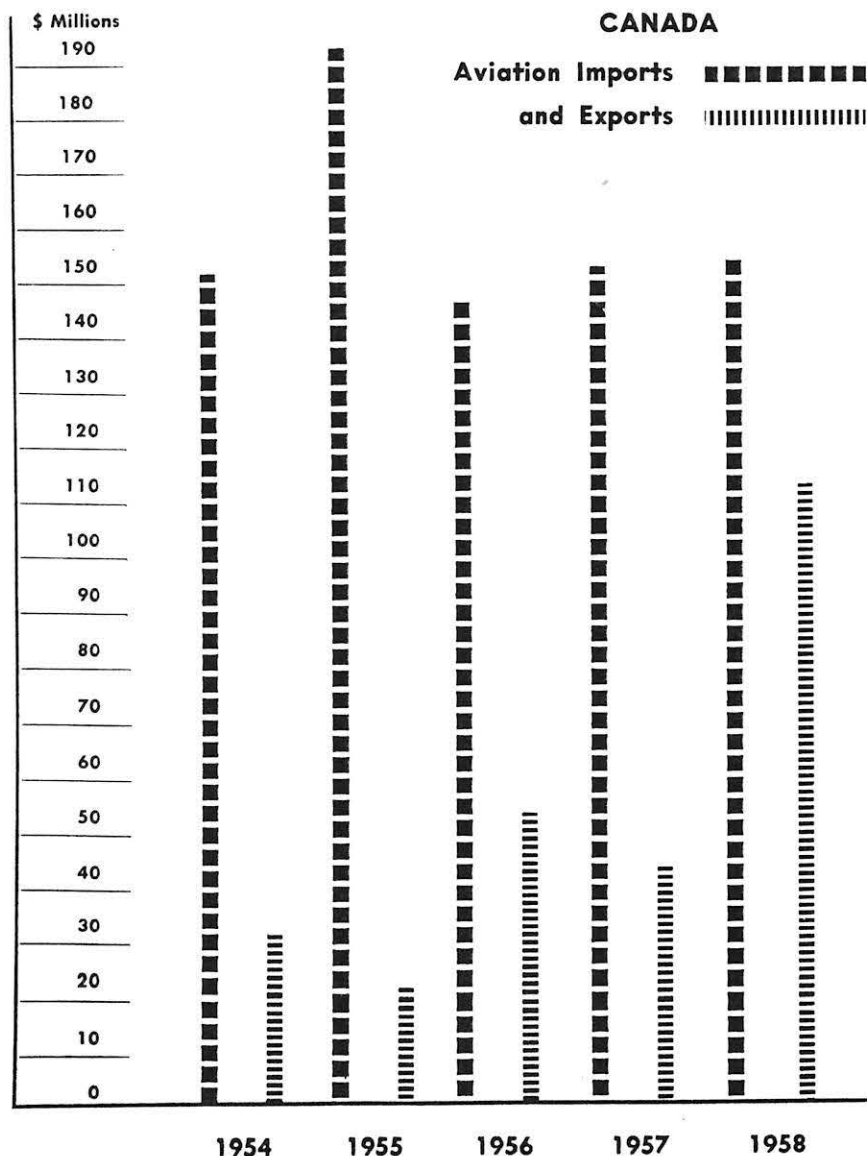
CF-100's and Sabres now complete, the value of Canadian aircraft exports may be expected to drop sharply in 1959 and 1960. However, with Canadair scheduled to deliver at least 70 million dollars worth of CL-44's to the U.S. in 1961, and the possibility that de Havilland Caribous may also be going over the border in numbers by that time, the picture should brighten considerably again two years hence.

**Import Picture:** On the import side (Trade of Canada, Imports), the figures also reveal some interesting trends. The total value of aviation imports to Canada at nearly \$156 million is only slightly higher than in 1957 and considerably below the postwar high of \$193 million recorded in 1955. However, it is evident that the fact that imports are remaining high and even increasing gradually, must be due to very substantial increases in the import of equipment for the burgeoning civil aviation market.

It is revealing to note that light aircraft are coming into this country at an accelerating pace. Last year, imports of aircraft in the up-to-3000-lb. class totalled 522 worth nearly \$4 million. This compares with 438 worth \$3 million in 1957; 392 worth \$2.4 million in 1956; 294 worth \$1.6 million in 1955; 193 worth \$900,000 in 1954.

Engines in the up-to-200-hp. class are similarly being imported in growing numbers, a direct reflection of the increasing popularity of light aircraft for business and private use, as well as in a variety of types of commercial operations. Last year, imports of such engines numbered nearly 500 and were worth just over \$500,000. This is more than double the comparable figures for 1954, five years previous. If all engines in the up-to-500 category are considered, the increases are even more dramatic, both numbers of engines and dollar value imported in 1958 being nearly triple the 1954 figures.

A detailed breakdown of Canadian exports and imports of aviation products appears on the succeeding two pages in tables compiled by AIRCRAFT from the Dominion Bureau of Statistics publications, "Trade of Canada, Imports" and "Trade of Canada, Exports."



# Aviation Imports to Canada: 1954-58

## FROM THE UNITED STATES

	1954		1955		1956		1957		1958	
	No.	Value	No.	Value	No.	Value	No.	Value	No.	Value
<b>AIRCRAFT</b>										
Not over 1,500 lbs.	130—	\$ 315,395	158—	\$ 435,461	263—	\$ 971,068	297—	\$ 1,315,806	367—	\$ 1,622,870
1,501-3,000 lbs.	63—	584,555	136—	1,156,620	129—	1,438,125	141—	1,650,779	155—	2,344,385
3,001-7,500 lbs.	26—	2,679,715	33—	2,797,797	31—	2,196,392	35—	1,199,873	25—	1,287,160
Over 7,500 lbs.	16—	8,513,577	100—	38,003,385	64—	11,113,256	31—	4,722,564	16—	6,186,812
<b>AIRCRAFT ENGINES</b>										
Up to 200 hp.	182—	\$ 206,725	222—	\$ 431,938	313—	\$ 381,716	351—	\$ 325,778	499—	\$ 505,459
201-500 hp.	82—	192,656	219—	755,087	207—	618,683	243—	689,754	204—	639,685
501-1,000 hp.	74—	631,638	39—	410,872	66—	481,228	75—	334,467	62—	466,447
Over 1,000 hp.	119—	4,650,845	454—	8,255,665	461—	10,167,341	338—	9,165,662	285—	16,563,741
<b>AIRCRAFT PARTS</b>		\$ 83,483,241		\$ 82,190,126		\$ 68,464,833		\$ 69,695,768		\$ 61,910,017
<b>ENGINE PARTS</b>		\$ 16,888,349		\$ 14,430,730		\$ 16,199,199		\$ 15,904,096		\$ 14,287,543
<b>AVIATION GASO- LINE</b>		81,556,477 gals. worth \$ 16,548,880		106,475,884 gals. worth \$ 21,593,087		99,363,673 gals. worth \$ 20,516,931		117,207,239 gals. worth \$ 24,262,476		76,611,600 gals. worth \$ 14,854,314
<b>TOTALS, by years</b>		\$ 134,695,576		\$ 170,460,768		\$ 132,748,772		\$ 129,267,023		\$ 120,668,433

## FROM THE UNITED KINGDOM

	1954		1955		1956		1957		1958	
	No.	Value	No.	Value	No.	Value	No.	Value	No.	Value
<b>AIRCRAFT</b>										
Not over 1,500 lbs.	—	—	5—	\$ 7,000	1—	\$ 500	1—	\$ 3,309	1—	\$ 3,412
1,501-3,000 lbs.	—	—	1—	3,750	1—	750	1—	17,306	1—	8,881
3,001-7,500 lbs.	—	—	2—	88,562	—	—	5—	308,111	—	—
Over 7,500 lbs.	2—	\$ 696,552	25—	8,644,278	4—	2,965,967	12—	9,059,483	17—	14,573,713
<b>AIRCRAFT ENGINES</b>										
Up to 200 hp.	—	—	4—	\$ 2,000	6—	\$ 5,072	—	—	1—	\$ 207
201-500 hp.	9—	\$ 35,147	5—	5,467	11—	51,049	6—	\$ 33,394	1—	2,027
501-1,000 hp.	—	—	4—	34,093	1—	6,089	4—	5,314	—	—
Over 1,000 hp.	302—	7,082,606	273—	5,348,149	51—	1,026,513	71—	2,114,694	91—	4,805,507
<b>AIRCRAFT PARTS</b>		\$ 4,039,508		\$ 4,386,065		\$ 3,843,443		\$ 5,548,424		\$ 6,550,504
<b>ENGINE PARTS</b>		\$ 4,956,896		\$ 3,670,944		\$ 3,919,425		\$ 6,686,411		\$ 7,791,612
<b>TOTALS, by years</b>		\$ 16,810,709		\$ 22,190,308		\$ 11,818,808		\$ 23,776,446		\$ 33,735,863

## FROM ALL OTHER COUNTRIES

	1954		1955		1956		1957		1958	
	No.	Value	No.	Value	No.	Value	No.	Value	No.	Value
<b>AIRCRAFT, all sizes</b>		—	10—	\$ 279,715	6—	\$ 193,440	2—	\$ 55,568	—	—
<b>AIRCRAFT ENGINES all sizes</b>		—	16—	\$ 65,157	8—	\$ 51,359	2—	\$ 45,397	1—	\$ 24,000
<b>AIRCRAFT PARTS</b>		\$ 84,488		\$ 98,530		\$ 116,145		\$ 113,538		\$ 319,090
<b>ENGINE PARTS</b>		\$ 2,994		\$ 5,067		\$ 10,328		\$ 3,343		\$ 72,969
<b>AVIATION GASO- LINE</b>		1,030,325 gals. worth \$ 243,647		2,392,368 gals. worth \$ 527,994		3,742,521 gals. worth \$ 839,350		—		6,113,991 gals. worth \$ 1,167,032
<b>TOTALS, by years</b>		\$ 331,129		\$ 976,463		\$ 1,200,622		\$ 217,846		\$ 1,583,091

## TOTAL VALUES OF AVIATION IMPORTS TO CANADA, BY CLASSES

	1954	1955	1956	1957	1958
Aircraft	\$ 12,789,794	\$ 51,416,568	\$ 18,879,498	\$ 18,332,799	\$ 26,027,233
Aircraft Engines	12,799,617	15,308,428	12,794,433	12,714,460	23,007,073
Aircraft Parts	87,607,237	86,674,721	72,424,420	75,357,730	68,779,611
Engine Parts	21,848,239	18,106,741	20,128,952	22,593,850	22,152,124
Aviation Gasoline	16,792,527	22,121,081	21,356,281	24,262,476	16,021,346
<b>TOTALS, all aviation imports</b>	<b>\$151,837,414</b>	<b>\$193,127,539</b>	<b>\$145,583,584</b>	<b>\$153,261,315</b>	<b>\$155,987,387</b>

Compiled by AIRCRAFT from statistical data supplied from the Dominion Bureau of Statistics (Source: Trade of Canada, Imports).

# Aviation Exports from Canada: 1954-1958

(Does not include Mutual Aid Shipments)

## AIRCRAFT

DESTINATION	1954		1955		1956		1957		1958	
	No.	Volume	No.	Volume	No.	Volume	No.	Volume	No.	Volume
Australia	4—	136,936	2—	51,253	1—	55,734	8—\$	357,100	5—\$	422,117
Belgium	—	—	—	—	—	—	15—	8,544,000	38—	20,606,000
Chile	—	—	—	—	—	—	5—	483,505	—	—
Colombia	4—	157,410	7—	349,308	14—	2,494,722	2—	82,365	1—	52,707
Egypt	1—	40,711	1—	44,426	15—	567,000	—	—	—	—
Falkland Islands	—	—	3—	273,811	—	—	—	—	1—	47,861
India	—	—	—	—	3—	144,645	—	—	26—	2,233,648
Indo China	—	—	—	—	4—	221,177	4—	195,912	1—	56,181
Indonesia	2—	15,583	—	—	2—	109,216	—	—	2—	230,051
Japan	—	—	1—	41,029	—	—	1—	72,100	1—	120,200
Libya	—	—	—	—	1—	54,584	1—	49,679	1—	47,625
Mexico	3—	44,165	2—	40,946	2—	18,500	2—	19,000	—	—
New Zealand	3—	74,949	—	—	2—	105,821	—	—	—	—
Norway	6—	667,701	—	—	1—	79,198	1—	92,404	1—	78,774
Pakistan	—	—	—	—	—	—	4—	238,983	4—	213,570
Philippine Islands	—	—	3—	238,630	3—	237,630	—	—	—	—
Union of S. Africa	1—	40,933	—	—	36—	10,808,971	1—	51,447	1—	51,367
United States	221—	11,222,578	170—	7,673,649	185—	11,334,963	139—	6,947,785	147—	7,460,077
Venezuela	—	—	—	—	2—	93,240	1—	85,000	—	—
West Germany	—	—	—	—	—	—	21—	6,720,000	194—	62,241,699
Other Countries	5—	200,224	4—	136,405	10—	511,703	6—	346,194	15—	956,625
TOTAL, All Countries, by years	252—\$	12,601,190	193—\$	8,848,952	281—\$	26,837,104	211—\$	24,285,504	438—	94,818,502
RE-EXPORTS*	13—\$	979,820	17—\$	326,165	34—\$	2,157,902	21—\$	477,272	29—	841,407

## AIRCRAFT AND AIRCRAFT ENGINE PARTS

DESTINATION	1954	1955	1956	1957	1958
Australia	\$ 34,443	\$ 60,509	\$ 36,615	\$ 54,083	\$ 65,317
Belgium	9,421	56,979	37,710	27,987	168,816
Brazil	158,299	35,706	45,281	14,498	—
Chile	45,137	2,061	28,713	63,856	7,146
Colombia	36,987	81,349	466,041	462,496	69,502
Egypt	14,602	61,084	56,127	5,743	4,005
France	22,714	21,802	20,747	26,377	49,907
India	123,203	200,922	521,343	118,489	537,269
Japan	—	201,951	135,716	279,410	224,523
Morocco	206,967	476	278	44,849	48,901
Netherlands	69,103	63,386	72,229	7,236	37,743
Norway	153,271	22,059	100,646	63,376	43,460
Philippine Islands	70,607	1,031	22,094	26,212	8,713
Turkey	37,213	1,196	—	6,752	303,408
Union of S. Africa	96,366	60,768	3,428,443	324,801	56,842
United Kingdom	674,596	188,274	156,526	162,549	253,050
United States	13,900,336	9,816,381	17,276,175	9,189,710	7,517,019
Venezuela	144	16,723	44,175	71,364	43,461
West Germany	3,729	5,770	19,516	4,387,366	4,627,481
Other Countries	283,920	158,406	239,328	287,556	389,417
TOTAL, All Countries, by years	\$15,841,058	\$11,056,833	\$22,707,703	\$15,624,710	\$14,455,980
RE-EXPORTS*	\$ 3,309,303	\$ 1,792,906	\$ 3,419,288	\$ 3,833,951	\$ 3,516,059

	1954	1955	1956	1957	1958
TOTAL EXPORTS, Aircraft and Parts	\$28,442,248	\$19,905,785	\$49,544,807	\$39,910,214	\$109,274,482
TOTAL RE-EXPORTS* Aircraft and Parts	4,289,123	2,119,071	5,577,190	4,311,223	4,357,466
TOTAL, All Aviation Exports	\$32,731,371	\$22,024,856	\$55,121,997	\$44,221,437	\$113,631,948

\*Re-exports concern foreign-made products which have been imported to Canada and then, during the period under review, exported again.

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