**press release**

**For Immediate Release**

**CHALLENGER FLIES**

**MONTREAL, 8 NOVEMBER 1978:** Today saw the first major breakthrough in the corporate aviation field for well over a decade. Challenger, the world’s most advanced corporate transport made its first flight from Cartierville airport next to the Canadair facility in Montreal. Canadair, the Canadian Government-owned airframe manufacturer designed and produced Challenger in just over two years.

Douglas (Doug) Adkins, Chief Test Pilot and Director, Flight Operations with Norman Ronaasen as co-pilot, lifted off at 09:26 hrs. and climbed the aircraft to 9,500 ft. (2,900m) before levelling off. He carried out several manoeuvres including a practice approach and landed at 10:16 hrs. The aircraft was airborne for 50 minutes.

Interviewed following the flight, Adkins said, “The best airplane this Company ever built — Challenger handles well and I am very pleased with its performance.”

Frederick R. Kearns, President of Canadair, said, “We have flown Challenger in just over two years from program go-ahead on October 29, 1976. This is a tremendous achievement of which our engineering and manufacturing people can be very proud. They deserve a lot of credit for designing, producing and flying an all-new advanced-technology aircraft in that short time. I am delighted.”

Harry Halton, Executive Vice-President said, “First flight of Challenger is a very significant event and I am very pleased with the results. I am confident that the flight test program will proceed as planned, with certification and deliveries to customers on schedule.”

Challenger is the first third generation all new business aircraft using advanced technology of the late 1970s. Taking advantage of new wing design techniques, lightweight composite materials and powered by two Avco Lycoming ALF 502L high bypass ratio engines Challenger will have a range of 4,600 miles (7,400 km) at a long range cruise speed of 528 mph (850 kph) and will fly at 49,000 ft. (15,000m).

When the Challenger has completed 35 hrs. flying from Cartierville, the aircraft will be ferried to the Canadair facility at Mojave in California. Here the flight test and certification program will be carried out. Early in 1979 preproduction aircraft 1002 and 1003 will join aircraft 1001 in this program.

Challenger sales have been phenomenal. One hundred and eight aircraft have been sold in the executive configuration to eight countries and a letter of intent has been received for 25 aircraft in a stretched version which is now in design. Breakdown of sales by country is as follows: USA, 63; Saudi Arabia, 32; Canada, 5; Europe, 5; South America, 2; and Panama, 1. Challenger’s price today is $7 million/US for delivery in 1982.

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CHALLENGER UPDATE

MONTREAL, 9 NOVEMBER 1978: Following its successful first flight yesterday morning, Challenger made its second flight of 45 minutes during the afternoon. It took off on its third flight at 10:52 this morning and was airborne for 1 hour and 20 minutes during which time the gear was cycled and the flaps fully retracted. Adkins reported that in this configuration the aircraft was “as smooth as silk”.

Challenger has now flown 2 hours and 55 minutes reaching a maximum speed of 250 knots and an altitude of 11,000 ft.

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