PARIS SPECIAL

ports, is the new Spanish-Indonesian 34/ passenger regional airliner, CN-235.
Due to enter service in 1985, the CN-235 is a joint programme between Indonesia's main aerospace company, Nurtanio, and Spain's Casa. Nurtanio is : ntributing design and development under Spanish technical leadership, as as financial, manufacturing and— most important of all—Indonesia's huge home market for this class of airliner. Spain's Casa has built more than 212s, perhaps the nearest aircraft built to a true DC-3 replacement. If CN-235 catches on as well, particu-
in the huge Third World markets for
an aircraft, Indonesia's aerospace ndustry will have a sound base for the future.

The Middle East's most independent aerospace country by a wide margin is Israel. Starting from scratch 30 years ago, Israel has four aerospace products of nternational calibre: Kfir fighter, Gabriel anti-ship missile, Arava transport, and Westwind executive jet.
Israel Aircraft Industries (IAI) has also achieved competence in the most advanced defence electronics, including radars and electronic-warfare
s including jamming, weapon-
aiming, and intelligence-gathering equipment.
IAI developed France's Dassault Mirage initially built under licence as Nesher, the Kfir powered by an American
J79 rather than the French Atar. A completely new Israeli fighter called Lavie , (Young Lion) is due to fly next year for service in 1986. Powered by one of rica's latest fighter engines, the Pratt Whitney PW1120, the Lavie is intended be as advanced as any fighter.
Israel's IAI Arava is a twin-PT6A light with a spacious cargo-loading
fuselage between twin tail-booms. It is in Israeli Air Force service as a military ghter/paratrooper (IAI 201), and there civil commuterliner version for 18/20
gers (IAI 101 and 102). Military Aravas have exported well in the Latin - rican air-force market.
IAI's 1124 Westwind business jet seats passengers and is based on an American design of the early 1960s, the Commander. It is powered by Garrett TFE331 turbo fans. About 200 Westwinds have come out of the Israeli factory, mostly for the US market. A new development—the 1125 Astra with low-mounted swept wings instead of
- mounted straight wings—will fly soon 1985 delivery.
Typifying Israeli independence in ded weapons are the Navy's Gabriel -ship missile, which made a name for
it a decade ago by sinking Egyptian Syrian warships, and the air-to-air Shafrir.

The first-world industries may feel that market doesn't need more aerospace capacity. But it is going to get more, and big aerospace powers will profit from technology transfer—until this leads market transfer.

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