



## Light Armoured Vehicles (LAVs)

General Motors Diesel Division (London, Ontario), a subsidiary of U.S. General Motors Corp. built Light Armoured Vehicles (LAVs) for the U.S. Marines, Canada, Saudi Arabia and Australia. In Nov. 2000, the U.S. Army contracted the company to produce 2,131 LAVs (“Piranhas”) over six years for about US\$4 billion. In March 2003, General Dynamics purchased the GM’s Canadian operation for \$1.1 billion, in cash. The LAV III is the base vehicle for U.S. Army’s “Interim Armoured Vehicle” program and is called the “Stryker.” Several versions of this LAV are being purchased, including mobile gun (105mm cannon), infantry carrier, reconnaissance, anti-tank guided missile platform, mortar carrier, command post, fire support co-ordination. (See page 21)

**Table 7: Canada's Exports of LAVs to the U.S. (1994-2002)**

| Number ordered | Weapons designation  | Weapons description       | Year of order | Year(s) of deliveries | Number delivered/produced | Comments   |
|----------------|----------------------|---------------------------|---------------|-----------------------|---------------------------|--|
| 12             | “Piranha” 8x8        | Anti-personnel carrier    | 1994          | 1995                  | 12                        | Chassis for LAV-AD AAV (G/M)   |
| 17             | “Piranha” 8x8        | Anti-personnel carrier    | 1994          | 1997-1998             | 17                        |  |
| 32             | “Piranha” / “LAV-25” | Infantry Fighting Vehicle | 1999          | 2000                  | 32                        | Originally produced by Canada but on loan until 2002 delivery of Piranha-3; for trials and training. |
| 366            | “Piranha” / “LAV-25” | Infantry Fighting Vehicle | 2000          | 2002                  | 290                       | Initial delivery of 2,131 LAV’s is part of the \$4 billion deal.                                     |

**Source:** “Transfers and licensed production of major conventional weapons: Exports to the U.S., sorted by supplier. Deals with deliveries or orders made 1993-2002.” <[projects.sipri.se/armstrade/USA\\_IMPORTS\\_1993-2002.pdf](http://projects.sipri.se/armstrade/USA_IMPORTS_1993-2002.pdf)>



## Bell-206 → TH-67A “Creek”

In 1993, the U.S. Army ordered 164 “JetRangers” from Bell Helicopter Textron Canada. By 2001, 149 were delivered to the U.S. The “JetRangers” were then modified by the U.S. Army and renamed the TH-67A “Creek” or “New Training Helicopter.” They are used for Primary Army Flight Training. Pilots at Fort Rucker in Alabama, for instance, begin their military flight training using these “Creeks.” In their first 20 weeks of training, they learn the basics of helicopter flight and instruments aboard TH-67s. They then move on to “Basic Combat Skills” using the OH-58C and eventually graduate to flying attack helicopters like the UH-60 “Blackhawk” (see p. 27). U.S. pilots who began their training with the Canadian-made Bell-206 helicopters have gone on to use their flying skills aboard UH-60s during various wars, including the current one in Iraq.



## Boeing-707 → E-8C “J-STARS”

In 1995, the U.S. Air Force (USAF) purchased 4 Canadian Boeing-707-347C aircraft for US\$6.8 million. They were then modified in U.S. to become part of their fleet of 15 E-8C “Joint-STARS.” The USAF describes the E-8C “Joint Surveillance Target Attack Radar System” as an “airborne platform equipped with a long-range, air-to-ground surveillance system designed to locate, classify and track ground targets in all weather conditions.... The E-8C carries a phased-array radar antenna in a 26-foot canoe-shaped radome [that] is capable of providing targeting and battle management data to all Joint STARS operators. These operators can call on aircraft, missiles or artillery for fire support.” ([www.af.mil/photos/recon\\_e8\\_0001.html](http://www.af.mil/photos/recon_e8_0001.html)) These “Airborne Early Warning and Control” aircraft have been used in Afghanistan (2001-2003) and Iraq (2003).