FLIGHT International, 6 lanuary 1979

Helikopter Service moves into bizjets
BEST known as an operator of heli-
copters in support of North Sea oil
production, Helikopter Service is to
expand its fixed-wing activities. The
company has sold its Navajo, replac-
ing it with a Cessna Titan capable of being quick-changed from eight-seat executive to ten-seat commuter lay-out. Two Citation lis, the company's first jets, are to be added to the fleet. One of these aircraft will be equipped with a cargo door.
A Bell 222 will head the rotary fleet, which at present totals 17 S-61Ns and nine Bell 212s. Helikopter Service president Mort Hancke says that the offshore support market is levelling off. He expects to have flown 35,000hr

on S-61Ns and 9,000hr en Bells dur-ing 1978, and anticipates the same in 1979. He says that his present fleet will be sufficient for offshore work for

up to the next five years, though a number of Bell 222s may be added if the demand for executive inter-rig flights increases.

Forus, the company's main base near Stavanger, has recently been re-built. It now has a transit hall, 18 helipads and a 420m runway. A new hangar capable of accommodating four S-61Ns has been built at Bergen, and a new training centre has gone into operation at Stavanger's Sola Airport.

Forrestair to handle Mitsubishis

Apache offers
Manchester

handling
APACHE Air Taxi Services is offering
a new general-aviation handling ser-
vice at Manchester Airport. Located on the south side of the airport, away from the main terminal area, the Apache terminal offers free aircraft parking for up to eight hours and a courtesy-car service to the airline ter-minal. Further details can be had from Apache, Hangar 522, Man-chester Airport; telephone 061-499 1444/1447.

GAF plans Nomad
sales push
in United States
FOLLOWING the grant of type certi-fication by the US Federal Aviation Administration, Australia's Govern-ment Aircraft Factory has announced a Nomad sales drive in the United States. Approval has been given for air-taxi and commuter operations under Federal Air Regulation Part
135. The clearance covers the standard and stretched versions of the aircraft.

FORRESTAIR, until now a Mitsubishi sales agent, has become a distributor with responsibility for Australasia, the Philippines, South-east Asia and the South Pacific. An executive-con-figuration MU-2N has been delivered for use as a demonstrator, and the distributor says that interest in the model has increased since the fitting of four-bladed propellers to reduce cabin noise. Another MU-2N, featur-ing a commuter cabin, has been put into service by Sydney-based Cobden Air.

Business
AND LIGHT TRANSPORT

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Cabair goes
rotary

ADDITION of a JetRanger to the existing fleet of Navajos and Aztecs has taken Elstree-based Cabair into helicopter operations for the first time. The ten-year-old group now in-cludes the London School of Flying and Cabair Sales, UK distributors for the light types in the Gulfstream American range.

Five-Metro fleet
for new US
commuter
A NEW commuter carrier, Gem State Airlines of Coeur D'Alene, Idaho, has started scheduled services with three Metros and is awaiting delivery of two more. Cities to be served include Lewiston, Boise, Twin Falls, Pocatello and Idaho Falls. President Tom D. Soumas says that the choice of the Metro was influenced by Gem State's
routes, some of which call for sectors to be flown at 14,000ft, well above
pressurisation altitude.

ma r m i IK?

The first Learjet 50 is now ready for its engines and will berolled out early this year for first flight in the spring. It offers a walk-round cabin for six passengers and a 2,500 n.m. range. More than 60 firm deposits have been paid