12 FLIGHTi nternational, 3 January 1981

Learfan first flight?
BY the time this issue appears, the
Learfan 2100 advanced executive
turboprop is likely to have made its
first flight from Reno, Nevada. The
prototype of the carbonfibre pusher—
which is intended to be produced in Northern Ireland with British Govern-ment backing—has been undergoing systems tests during December. Tests of the twin PT6B-35F, single-propeller power train were near completion just before Christmas, and a maiden flight in the last days of 1980 was "a man-agement objective" according to the company.

Pilot for taxi trials and the maiden flight is Learfan director of flight operations Hank Beaird, who was re-sponsible for the first flight of the Learjet. Initial Learfan flight-tests will be made without pressurisation or air-conditioning.
The number one aircraft will be joined by two more prototypes and the static tests airframe in time for cer-
tification to start in August. Federal
Aviation Administration approval
should be obtained by September 1982.
A technical progress report on the
Learfan will appear soon.

Gates Learjet reports net earnings of $4-397 million for the quarter ended October 31, 1980, com-pared with earnings of $1-957 million for the same period the previous year. Turnover is up from $76-42 million to $111-269 million. For the six months ended October 31 earnings are up from $4059 million to$8269 million.

^^m

NPRM on engine installations
THE US Federal Aviation Administra-
tion has issued a Notice of Proposed
Rule Making (NPRM) suggesting
changes to engine certification and in-
stallation regulations.
Stemming from the FAA's engine regulatory review conference held in January 1978, the NPRM says that current regulations impose duplicate requirements on both engine and air-frame manufacturers. The FAA in-tends to simplify regulations, although some additional and potentially more

expensive rules have been promul-gated. These include the incorporation of fuel selector valves that cannot be turned off without a release lever being actuated, design precautions to protect the aircraft from uncontained rotor and rotor blade failures and tests to determine the effect of air-flow and fuel flow on surge and stall characteristics. Expansion of tests for foreign object ingestion are included. The NPRM affects FAR parts 23, 25, 27, 29 and 33.

Business
AND LIGHT TRANSPORT

Safety workshop
IN conjunction with the US Aircraft Owners and Pilots Association, the Federal Aviatio n Administration (FAA) is to hold a general aviation safety workshop on January 27-30. It will be held at the FAA technical centre, Atlantic City Airport, New Jersey. Subjects included will be avia-tion safety economics, flight instruc-tion, pilot written exams, weather related accidents, aviation safety data, and GA aircraft. Telephone the FAA in Atlantic City on [609] 641-8200 extension 2222.

Accidents . . .

• As this issue goes to press the cause of a Bristow Helicopters Puma crash which killed all 12 people on board is still unknown. The aircraft was flying from Sarawak to Seria in
I Brunei on December 17 and news-| paper reports say that the aircraft ex-ploded. Capt A. J. Leahy of Bristows tells Flight that the Puma came down in a jungle area and investigation by Bristow and Aerospatiale personnel is being hampered by the difficult terrain and undergrowth. The pilots on board were Richard Browne and Anthony Larkin.

• The Bailiff of Jersey has directed that an Inspector's Investigation be carried out on the Cessna Citation crash at Jersey Airport on October 1. The pilot was making a night approach and was last seen by radar to be established on finals about one mile out. An overshoot was initiated during the final stages of approach, but the aircraft struck a house 620ft north of runway 27 threshold.

Short finals ...

FIELDS Aviation Jet Centre at Heath-row Airport now claims to operate more HS.125-700s than any other fixed-base operator in Europe. The company handles 14 125s, seven of which are -700s. Telephone 01-759 2141 . . . General Electric's small com-mercial engine department has an-nounced plans to increase time be-tween overhaul (TBO) on the CJ610-

Short finals . . .

8A from 4,000hr to 5,000hr. The com-pany also plans to extend the war-ranty on parts and labour for the 2,9501b-thrust engine to 5,000hr. The TBO is still subject to Federal Avia-tion Administration approval. CJ610-8A powers Gates Learjet 20s . . . The Falcon Jet Corporation has announced new warranties on Falcon 10, 20 and 50 primary structures. This includes

Short finals . . .

the fuselage, empennage, wings, en-gine pylons and mounts, all of which are guaranteed for ten years, 10,000 flying cycles, or 10,000 flying hours, whichever occurs first. Any defective items will be replaced or repaired during the first four years, 4,000 cycles, or 4,000 flying hours . . . Das-sault-Breguet reports that sales of its Falcon 50 are now nearing 150.