Dormer 228: advanced technology commuter
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ERODYNAMIC and structural de-
sign has enabled Dornier to make
the wing of its latest commuter air-
craft, the 228, a claimed 30 per cent
more efficient than those of competi-tive aircraft. But despite such im-provements, Dornier prefers to think of the 228 as the latest and largest in a range of commuter and utility air-craft.
The venerable Do 28 Skyservant de-sign has evolved into the ten-seat Do 128-2 and its turbine-powered counterpart, the Do 128-6. Dormer's 228 has an enlarged fuselage with the square cross-section of its predeces-sors, and is married to the company's new TNT wing. The 228 comes in two versions—the 15-seat 228-100 and the 19-seat 228-200. The Series 100 has just been certificated, and Series 200 approval is due this month.
Dornier is convinced about the mar-ket for aircraft seating up to 20 pas-sengers, and believes that there is room for a new contender. The com-pany cites the Twin Otter, which has sold 750 but is becoming outdated and is not as efficient to operate as the 228, in Dornier's view. The Bandeirante and Metro are also successful com-petitors, and the Beech 1900 will enter the field soon.
The utility market has always been part of Dornier's strategy, and this is still so, because the 228's square fuse-lage section and large doors permit non-passenger use. Nevertheless, Dornier feels that the smaller 128 is probably better suited to utility use. By December 1981, Dornier had sold 23 228s and taken 57 options. New orders and option transfers are being negotiated now, and Dornier has re-served 120 delivery positions for the

RICHARD WHITAKER

reports from Munich

128 and 228. Dornier does not release customer lists, but more than 10 of the 228s sold so far will go to Nigeria, where several new commuter opera-tors are springing up. The 228-100's type certificate was awarded late in 1981, and the delivery of the first pro-duction aircraft to Norving in Norway is imminent. The first delivery of the Series 200 will be made in June to Jet Charters of Australia. Norving has also ordered two 228-200s.

Dornier is very cautious about com-mitting itself to the development of a 30-seat aircraft, though such a de-sign incorporating the TNT wing would be technically feasible. Such a project has been mooted, and called the Light Transport Aircraft (LTA). The company is not sure about the market, since it distinguishes between the established commuter airlines which typically operate 19-seaters, and the new breed of "regional airlines" which will operate 30- or 40-seaters. The fact that there are so many con-tenders for this type of aircraft is also a major factor, as is the large investment required. In fact, Dornier confirms to Flight that it would need to find a partner to finance the LTA development. For the present, then, Dornier is concentrating on the 228, and the LTA seems a long way ahead, if it appears at all.

One 228 and 128 application which Dornier is pushing is maritime patrol. Each aircraft in Dornier's range can be delivered with an MEL Marec 360° search-radar, and a radar operator/ tactical navigator console in the cabin. A hand-held camera with position, time and date superimposition on film is supplied, and bubble windows, ob-server position, and liferaft are included. The necessary IFR instru-ments, autopilot, flight director, and VLF/Omega navigation systems are also provided.

A typical maritime patrol mission on the 228 would comprise a 30min flight to the search area, followed by a
6hr search at 2,000ft, covering a 615
n.m. X 200 n.m. band. There would
be 45min of reserve left on return to
base. In addition, Dornier offers an
88gal auxiliary tank which, combined

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