BUSINESS A VIA TION

Beech develops King Air 300

WICHITA

Higher weight, increased
speed, and greater range are
expected to be the major
improvements in Beech's
development of the Super
King Air 300. The latest in
the ubiquitous King Air
family is scheduled to be
certificated at the end of the
month. The manufacturer is
keeping a low profile until
SFAR 41C certification is
official, and neither confirms

nor denies details of the new
variant.

Principal change is the
installation of Pratt &
Whitney Canada PT6A-60A
engines rated at 1,050 s.h.p.
(in place of 850 s.h.p. -42s in
the Super King Air B200).
These drive larger-diameter
four-bladed propellers which
operate at lower speeds.
Take-off prop speed is around
1,700 r.p.m. with cruise at
some 1,500 r.p.m. With
cleaned-up intakes and new

New York's World Trade Centre heliport has been operating as a public facility since the Downtown/Wall Street heliport closed last September. The operating area has been tripled and can now accommodate four S-76s and seven BO105/ JetRanger machines or a mix of up to 11 units. Seven corporate, charter, and courier operators have offices at the facility and jointly account for about 20 flights a day. Total movements are said to be about 130 a day during the week

exhaust stacks this gives an
increase of almost 10 per cent
in maximum cruise, which
rises to about 315kt. Long-
range cruise is likely to
remain near to the 200's
230kt speed.
Take-off distance to 50ft
altitude is expected to be
about 3,100ft (up from
2,580ft). Range has grown
from 1,975 n.m. to 2,020 n.m.,
more than enough for, say,
Los Angeles-Chicago, Miami-
Denver, or Seattle-St Louis.
Empty weight has increased
by some 7501b to 8,2901b
and there is a 1,5001b growth
in max take-off and landing
weights, which are now
set at 14,0001b. Max fuel
weight is expected to be
slightly below that of the 200,
at 3,6181b.

Beech King Air 300 pilots
will enjoy new crew seats, and
"standard" equipment in
initial examples centres
around the Collins APS-65
digital autopilot and Collins
Efis; Sperry and King equip-
ment are expected to be certi-
ficated later, although Beech
will not comment on this.

Changes have been made to
the primary structure, but
this does not extend to the
introduction of a continuous
spar, the manufacturer tells
Flight. Larger landing-gear
tyres are fitted to the 300.
These are about midway in
size between the standard and
optional oversize tyres avail-
able for the 200. The larger
tyres will be fully enclosed
when the gear is retracted;
this was not the case with the
earlier model's optional units.
Price for the new King Air
300 is likely to be around
$2,350,000.

$ Two other models are
expected from Beech: a devel-
oped version of the King Air
C90 and an executive 1900.
The new C90, possibly desig-
nated C90-A, has undergone a
drag-reducing excercise which
has resulted in cleaner
nacelles, giving slightly higher
cruise speeds and range. Price
has grown a little to
$1,140,000. Although it has
been possible to order
12-passenger examples of the
1900 commuter, all the sales
announced have been for the
19-seater. Beech is now intro-
ducing a 10/14-seat King Air
1900E executive model in its
1984 business fleet. Basic
price would be around
$2,665,000. Delivery of the
first 1900 commuter is set for
late January /early February.

Falcon 900 is

"on schedule"

BQRDEAUX-MERIGNAC~

Dassault-Breguet is "exactly
on schedule" with its con-
struction of the first Falcon
900, which it hopes to fly in
October. Fuselage-section
join-up took place last month
(Flight, December 31) and the
next milestone is initial cabin
pressurisation at the begin-
ning of March.
Assembly is taking place at
Bordeaux-Merignac, where
flightdeck, forward-cabin, and
tail-section production is
based. The centre-wing and
forward-fuselage fuel tanks
are constructed at Dassault-
Breguet's Lille-Seclin plant,
before being joined to the
centre fuselage at the Paris-St
Cloud facility, where the aft
fuselage containing wheel
wells and rear fuel tank is
produced. Falcon wings are
constructed at Toulouse-
Colomiers.

Final assembly, including
wing-fuselage mating and
empennage and landing gear
attachment, is scheduled to
get underway at the end of
February. Three fuselages are
under construction. Installa-
tion and testing of systems are
set to begin in March, when
the first Garrett AiResearch
TFE731-5A turbofans will be
delivered from the USA.
Initial "run-up" of engines
and systems should take place
about six months from now.

Deposits placed

Dassault-Breguet claims
that "46 operators have placed
deposits"; 20 paid options
were said to have been booked
at the Paris Show when the
Falcon 900 was announced.
This had grown to 40 orders
by the time of October's
NBAA Convention. The
12/15-seat so-called "wide-
body" is expected to be certifi-
cated in France and the
USA in 1985, with first
deliveries following in "the
second half of 1986"—a little
later, perhaps, than the
"only - three - years - from - now"
timing claimed by Dassault-
Breguet chairman Benno-
Claud Vallieres at Paris last
May. Price for the new Falcon
900 has been given as $13-5
million (mid-1983) for a
standard aircraft, with digital
flight-instrumentation and
executive interior.

FLIGHT International, 7 January 1