BUSINESS AVIATION

W30 envelope expanded
YEOVIL

Westland Helicopters has
announced CAA clearance for
W30 100-60 operations at
increased weight and in more
severe hot/high conditions.
The type is now approved to
operate in temperatures up to
50°C, at 12,8001b maximum
take-off weight up to 15,000ft.
Westland says that this allows
operators to carry the
equivalent of two extra
passengers under moderate
conditions, and to use the full
potential of the two
Rolls-Royce Gem 60 engines
which power the aircraft.

The new clearance follows
hot-weather testing in the
Mojave Desert, California, and
extensive ground running at
Westland's Yeovil base. W30s
have completed more than
10,000hr of operation with
four operators.

Saudi cash

to produce
Lear Fan

LONDON

Lear Fan private backers, led
by members of the Saudi Royal
Family, have agreed to inject
an undisclosed amount of
money into the project to see
the aircraft into production.
Last October, Lear Fan
chairman Bob Burch

estimated that between $50
million and $80 million would
be required to do this.
Dr Rhodes Boyson, the
Northern Ireland Minister of
State for Industry, said in the
House of Commons that
agreement in principle had
been reached, and that the
outstanding $9 million grant to
be paid by the British
Government would now go
ahead. This money has been
withheld while production
financing arrangements were
made. The Government will
also continue to guarantee a
$15 million bank loan. Dr
Boyson says that the new deal
decreases the Government's
financial exposure and
confirms Northern Ireland as
the manufacturing base.

Lear Fan has gained type
inspection authorisation from
the US Federal Aviation
Administration.

FLIGHT International, 5 January 1985

Ayres
readies Laser

300 production
SANTA ANA

The Old Man's Aircraft
Company (Omac) has flown
the prototype Laser 300 from
Reno, Nevada, to the Ayres
plant in Albany, Georgia,
where the next two prototypes
will be built and volume
production will start in about
18 month's time. Ayres will
build the Laser 300 in the
same plant in which it
manufacturers its agricultural
aircraft, the AT-301/302 Air
Tractor and the AT400 Turbo
Air Tractor.

Omac tells Flight that it has
50 non-refundable deposits for
the aircraft, and that the
prototype has accumulated
more than 200hr of test flying.

Certification is expected in the
middle of 1986. Modifications
to the aircraft include the
deletion of the wing leading
edge root extensions. They
were "doing nothing for us
aerodynamically" says Omac,
and were simply carrying fuel.
This fuel is now carried in
strakes on the wing, and the
total capacity has gone up from
288 US gal to 300 US gal. Both
main- and foreplanes are now
fully tapered and of increased
aspect ratio. Cabin height has
been increased by 4in to 56in.

Power is supplied by a
Garrett TPE331-9 pusher
engine flat-rated to 700 s.h.p.,
which is said to consume 35 US
gal/hr while driving the
aircraft at 275 m.p.h. at
25,000ft at the maximum
take-off weight of 6,2001b.
Operation from runways down
to 2,000ft in length will be
possible. Useful load is 3,1001b
for cargo and 2,8951b with ten
seats.

SHORT FINALS

New UK company Plymouth
Executive Aviation has
delivered its first aircraft, a
Beech King Air 200, to
the Fairoaks-based air taxi
company, Gama Aviation.
Plymouth Executive Aviation
was formed in July last year,
and specialises in Beech types.
Managing director is Barry
Pover, formerly of Eagle-
Beechcraft, based at Ascot and
Leavesden Airport.

Falcon Jet Corporation
has promoted Christopher
Thompson to manager of
Falcon 90 0 marketing. He
will be responsible for
co-ordinating the company's
90-city North American tour
with the Falcon 900 mockup.

Piper's Harvey Nay has been
appointed to the newly-
created position of director of
product engineering.

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