GENERAL AVIATION

New

Manhattan

heliport
opens
NEW YORK ~

The new Downtown
Manhattan Heliport in New
York has been dedicated. Also
known as the Wall Street
Heliport, it was originally
opened by the Port Authority
of New York and New Jersey
in December 1960, reports
Warren Goodman. It is
located at Pier 2 on the
eastern shore of Lower
Manhattan, just north of the
Staten Island and Ferry
Island terminals. The heli-
port's operations had been
moved to the Battery Park
City and World Trade Centre
heliport in September 1983.
The four-year project inclu-
ded mounted parking on
barges moored at a right-angle
to the original pier (giving the
heliport space for up to 16
helicopters "instead of only
five"), reinforcement to allow
the heliport to handle heli-
copters of up to 50,0001b, a
three-storey terminal with
space for operators, ticket
counters and waiting rooms,
new lighting and operational
facilities, and new MLS to
give the heliport an all-
weather capability.
Of the $13 million cost, $6
million was provided by the
Federal Government as part
of the FAA's project to build
four demonstration heliports
in the USA. The FAA, New
York State, New York City,
and Port Authority justify the
cost by hailing the importance
to New York for helicopters
and making optimistic, but
cautious, predictions on the
future of vertical-lift trans-
port.
The heliport is expected to
see immediate use by courier-
service helicopters which
transport tremendous vol-
umes of paper for the Stock
Exchange and other financial
institutions in that area of
Manhattan. Manhattan is
claimed to have more than
125,000 helicopter move-
ments a year, far more than
anywhere else in the USA.
Although the heliport does
not yet have scheduled
passenger services, the Port

. * N * •HJ*J"-''ME!

mm

\ -

1 *

.

•

•I

Emdair's CF.092B two-cylinder l-5lit engine is flying in the Verilite Sunbird, which is being flight-tested in New Mexico

Authority says that arrange-
ments are under way to
provide such services.
Port Authority chairman
Philip Kaltendaicher says
that by the end of this century
it may be possible to fly from
the heliport to similar facili-
ties within 300 miles without
going near an airport, a refer-
ence to possible civil versions
of the V-22 tilt-rotor.

Speakers at the dedication
were cautious not to make
specific forecasts on future
traffic, a caution perhaps
generated by the memory of
the predictions that had been
made in 1952. These had fore-
seen the possibility of millions
of helicopter passengers a
year into and out of
Manhattan by 1975.
Despite the completion of a
number of heliports, traffic
has always been far short of
those predictions. Manhattan
has had no scheduled
passenger helicopter service
at all for some time. Part of
the problem has been the lack
of all-weather capabilities.
New vertical-lift aircraft and
MLS might overcome that,
but they have actually done
nothing to avoid the other,
perhaps very important
problem—the difficulties
which passengers encounter
getting ground transport to
and from the heliports, some
of which are on the periphery
of Manhattan.
The dedication ended with
a "ceremonial" start of the
clock on the apron of the
handsome new terminal. But
nobody has said how long the
clock will have to run before
the heliport begins to provide
the type and amount of
passenger service which the
speakers have envisaged.

King Air
hits high
ground
LEEDS

The high frequency of British
general-aviation fatal acci-
dents continues. Beech B200
Super King Air G-MDJI,
owned by construction equip-
ment supplier Artix, struck
high ground during an ILS
approach to Leeds/Bradford
Airport on October 19.
Company pilot and sole
occupant Alan Turley died in
the accident, which occurred
2 n.m. from the threshold of
Runway 14.
Turley was positioning
from Teesside to pick up
passengers for a charter to
Malaga. Weather is reported
to have been poor, with a
200ft ceiling, limited visibility
in rain, and a light surface
wind. The aircraft disap-
peared from radar at
0715hr, and the King Air was
found near the top of
Ottleychevin Hill, which lies
936ft above sea level and 261ft
above Leeds' 675ft QFE
datum. The aircraft had
struck trees, and had been
destroyed by fire. The cause of
the accident is under
investigation.
Turley had been a Light-
ning pilot with the RAF
before specialising ,' in
air-taxi work at Teesside.
He and his wife survived
serious injury when their
Percival Proctor crashed
during an air race in the
1960s, and fought their way
back to fitness.

Emdair

engine
flies in

Sunbird
RYE

The Emdair CF.092B engine
which powers the Verilite
Sunbird is arousing interest as
a power unit for remotely
piloted vehicles (RPVs),
surveillance craft, and pos-
sibly autogyros. The second
Sunbird made its first flight
last month.

The 70 h.p. aircooled piston
engine, which is designed to
run on avgas or premium-
grade mogas, has been derived
from the engines developed by
the former Weslake company.
Emdair built five prototype
engines, one of which has
been used to power the proto-
type Sunbird. Ten more pilot-
build engines are in pro-
duction.
The CF.092B has been de-
signed to meet international
airworthiness requirements
(European JAR-E and US
FAR Part 33). It has four
valves per cylinder, dual elec-
tronic ignition, direct fuel
injection, and an electric star-
ter. This is said to give high
specific power, low propeller
speed, and overall simplicity.
A belt-driven alternator
and an exhaust muffler are
options. Emdair quotes a
cruising fuel consumption of
ll-81it/hr for the CF.092B,
which develops 52-5 h.p. at
3,075 r.p.m. The 1 - 51it engine
is 40-5in long, 27-5in wide,
and 17-6in high. Its dry
weight with starter is 1381b.
The compression ratio is 9:1,
and in the Sunbird installa-
tion the propeller-gear reduc-
tion ratio is 1-43:1. The
engine delivers 70 h.p. at 3,600
r.p.m.
Verilite parent company De
Vore has taken orders for 32
Sunbirds, and expects to have
more than 100 by the time it
goes into production, with
initial deliveries in mid-1989.
Flight testing is taking place
at Roswell, New Mexico, an
old B-52 bomber base which
has long runways. Test pilot
Robert Sharp has 6,200hr, has
been a test pilot for McDon-
nell Douglas, and designed the
cockpit for the Gemini space
capsule.

FLIGHT INTERNATIONAL, 7 November 1987 13