WORLD NEWS

Boeing
studies 767

re-wing
SEATTLE

Boeing is designing a new,
bigger wing for its 767 wide-
body twin, to extend its
range. It will be coupled with
the existing -200 and -300
fuselage sizes, plus a proposed
stretched "-400". The re-
winged 767 could enter airline
service in 1993 at the earliest,
reports Graham Warwick.

Using the existing wing, a
stretched 767 could be avail-
able in 1991. The aircraft
would be lengthened a
minimum of 21ft, and a
maximum of 26ft, to increase
three-class seating capacity
by 35 to 50 passengers. The
exact stretch will be decided
by the end of this year, says
Boeing.
The stretched "-400" would
stay within the 407,0001b
maximum gross weight of the
heaviest 767, the 210-seat,
6.200 n.m.-range -300ER, and
therefore within the 63,0001b
thrust capability of the exist-
ing engines—a key require-
ment, says Boeing. The
stretch will entail a reduction
in range, however.

Re-winging the 767 would
also allow range to be
extended while staying within
the thrust capability of exist-
ing engines. Boeing would like
to extend the range of the -300
to 7,500 n.m., for example.
The new wing would have one
third more area, 40ft more
span, and an improved aero-
foil section. Definition should
be complete by the end of this
year.

A new wing, and a further
8ft to 9ft fuselage stretch
beyond the "-400", would
enable the 767 to compete
directly with the Airbus A330,
although Boeing is doubtful
that a market exists for such
an aircraft. However the
company sees a "fairly strong"
market for the re-winged 767
in -200, -300, and proposed
"-400" versions. The existing
wing would continue to be
available.

Boeing officials revealed

their plans after setting a new
world distance record in the
767's weight class, flying a
high-gross-weight 767-200ER
8,727 miles (14,044km) non-
stop from Halifax, Nova
Scotia, to Mauritius in the
Indian Ocean. Powered by
General Electric CF6-80C2
turbofans, the aircraft was
one of two delivered to
launch-customer Air

Mauritius on April 18.
The record is intended to
underline the potential of the
767 for twin-jet extended-
range operations. About 55
per cent of 767s, and all
aircraft of the type sold in the
past two years, have been
extended-range versions, says
Boeing.
With a maximum gross
weight of 387,0001b, the latest
767-200ER can carry 175
passengers for 6,800 n.m. The
Air Mauritius aircraft carry
202 passengers in a three-
class layout, and will be able
to fly non-stop from
Mauritius to London—a 13hr
flight.
The Air Mauritius 767
delivery flight (with 39 people
on board) established a Class
C-lq record for great-circle
distance of 8,727 miles (7,583
n.m.) at an average speed of
853km/hr (460kt), and a city-
to-city record from Halifax to
Port Louis, Mauritius, of 16hr
27min 25sec. The 767 took off
for the sector (which had
never been flown before) at a
weight of 158,400kg, with 73
tonnes of fuel aboard. It
landed with 7 tonnes
remaining—enough for 2hr of
flying.

Goshawk makes maiden

flight
LONG BEACH

The McDonnell Douglas/
British Aerospace T-45A
Goshawk made its maiden
flight from Long Beach on
April 16.
Project pilot Fred
Hamilton, who took the
Goshawk to 8,000ft and 320kt,
says "The T-45 handled very
much like the Hawk, just as
we had expected. It's an agile
little aircraft, it leaped into

the air, it really wanted to fly.
It's a grand aircraft, a great
aircraft. Hamilton added that
the first flight was shortened
because of an intermittent
erratic fuel quantity indi-
cation. On the second flight,
which will take place this
week, the Goshawk will be
delivered to Yuma, where
further testing will take place,
(see page 9).

USA considers

multi-year Apache
WASHINGTON D.C. ~

The US Department of
Defence and Congress are
considering continued pro-
duction of the McDonnell
Douglas Helicopter AH-64
Apache under a multi-year
procurement scheme. William
Brown, president of MDH,
says, "We have discussed an
option to procure Apaches at a
minimum economic rate of 72
per year for Fiscal Years
1990-1992, which would result
in a 10 per cent cost saving to
the Army. This would also
increase total Apache pro-
duction to nearly 900".

Last week the US Army
submitted its programme
objective memorandum for
FY1990-94 to the Office of the
Secretary of Defence (OSD).
The House Armed Services
Committee (HASC), acting
on the FY89 budget, increased
advanced procurement funds
from $36 million to $92
million to start multi-year
procurement if OSD approves
it.

Brown says "It appears that
the multi-year procurement
has strong support both in
Congress and with a number
of key defence officials.
We have demonstrated that
it would result in at least
10 per cent savings, compared
with annual contracts,
provided a minimum
economic rate of production is
maintained." Present Army
planning provides for a
minimum of 863 Apaches and
a maximum of "more than
1,000". "A decision to produce
1,000 or more Apaches at
economic rates could extend
production to 1996," says
Brown. To date, Congress has
approved 603 up to FY88.

F.28 survives sudden

decompression
CHARLESTON

A Piedmont Fokker F.28 and
all on board survived without
injury following an uncon-
tained engine failure which
caused sudden decompression
at 31,000ft. According to
reports, the captain and his
crew carried out textbook
emergency descent
procedures "and are to be
congratulated", Fokker says.
The aircraft was en route
Charlotte-Columbus when,
according to initial
investigations, the low-
pressure turbine disc of the
starboard Rolls-Royce Spey
engine failed and broke
through both the engine
casing and the aircraft fuse-
lage in the vicinity of the rear
galley. The aircraft carried
out an emergency landing at
Charleston.

Drug board
abandons shootdown

proposal
WASHINGTON DC.

The US National Drug Policy
Board has dropped its pro-
posal that law-enforcement
agents be allowed to shoot
at general-aviation aircraft
suspected of being used to
smuggle drugs.
In a letter to the US
Aircraft Owners and Pilots
Association, a body which
fiercely opposed the idea,
NDPB chairman Edwin
Meese acknowledges that
such an action would violate
US law. "The Policy Board
has determined that current
law and technology would
preclude the use of lethal
force, except in cases of self-
defence," Meese says.

Instead, Meese is backing
the new procedures, regula-
tions, and rules to assist law-
enforcement officers.

Light aircraft used to
smuggle illegal drugs into the
USA have evaded agencies
such as the US Coast Guard,
which operates a fleet of
fixed-wing aircraft and heli-
copters.

FLIGHT INTERNATIONAL, 23 April 1988