Leopard jet flies

Chichester-Miles Consultants
hopes for greater commercial
interest in its Leopard light-
weight executive jet now that
flight-testing is^under way. Th e
prototype flew twice last month,
initially at RAE Bedford, in the
hands of Cranfield test pilot
Angus McVitie.
CMC's Ian Chichester-Miles
expresses general satisfaction
with the Leopard's handling
and performance in the air.
CMC has limited the aircraft to
130kt and a maximum altitude
of 3,500ft. Testing of the
2,5501b prototype will establish
handling for the production
aircraft, which will be about 50
per cent heavier.
The company will now turn
to development of the definitive
aircraft as testing continues.
The production Leopard is
intended to be fully pressurised,
powered by larger Noel Penny
NPT.754 engines, and to weigh
in at just under 4,0001b.
The Leopard prototype was
tested from speeds as low as
75kt with maximum 41° flap.
Minimum zero-flap speed was
less than 90kt. Undercarriage
cycling was proved on the

Angus McVitie flew the Chichester-Miles Leopard prototype on its 27min first flight at RAE Bedford

second flight. Chichester-Miles
says that handling proved, as
expected, to be "quite quick in
response".
He describes the aircraft as
perfectly stable longitudinally
and directionally, while spiral
stability is said to be
"acceptable". Since the Leop-
ard has "innovative" lateral
control, using tailerons,
Chichester-Miles is pleased to

report conventional responses,
which he says are not always the
case with such systems.
He will now seek financial
funding to support development
of the definitive aircraft and to
establish production arrange-
ments for the business jet.
The four-seat Leopard was
launched in 1981, and detail
design was performed by
Wiltshire-based Designability.

Thais

unveil

helicopter

Thailand has unveiled its first
indigenous helicopter, a small
two-seater using US technology
and intended to provide cheap
transport for agricultural,
forestry, and other surveillance
uses. Called the E-Tan (Wasp),
it has a maximum range of 270
miles and a cruising speed of
about 108kt.
The prototype was designed
and built by Danai Hastanand, a
Thai who now lives in Alaska,
and his son, a former aero-
nautical instrument specialist
with the USAF. The helicopter
is being tested at Chulalong-
korn University in Bangkok,
and a first flight is due shortly.
The E-Tan has an air-cooled,
four-stroke, 160 h.p. engine.
Danai estimates that it will
climb at l,300ft/min and have a
maximum operating altitude of
13,000ft. He estimates its pro-
duction cost at 1 million Baht
($40,000), using imported parts,
or cheaper using locally made
components

P66D aims at aero clubs
Aviolight, the Naples-based
consortium which took over
Partenavia's range of light
aircraft, has re-engined the P.66
Delta single. Introduction of
the Lycoming O-320-D2A
offers better fuel consumption
and increased time between
overhauls, as well as improved
hot-and-high performance.
Th e wingtips have been
modified and the airframe is
said to meet US FAR 23
airworthiness standards. A full

IFR instrument panel is
planned for the P.66D, which is
based on the P.66B Oscar 150.
P.66 Delta performance
includes a maximum speed of
132kt, 75 per-cent-power cruise
speed of 124kt at 5,000ft, and a
47kt stall with flaps. Endurance
at 75 per cent power is said to be
more than five hours, Field
performance is said to be a
1,440ft take-off run to 50ft and a
slightly shorter landing run
from the same height.

The P.66 Delta has been re-engined with a Lycoming O-320-D2A powerplant by Aviolight, which has taken over production of the aircraft from Partenavia

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Australia leases

Falcon 900s
The Australian Government is
to lease five Dassault-Breguet
Falcon 900 business jets. They
will be operated by the Royal
Australian Air Force for trans-
porting Service chiefs and
senior officials across the
Australian continent.
The FFr130 million ($22
million)-a-year lease over ten
years was signed on December
22 by Hawker Pacific, the
Australian agent for Dassault-
Breguet's US subsidiary Falcon
Jet, which is in charge of sales
and support services in the
Americas, Australasia, and the
Far East.
The Canberra Government

decided to lease the Falcon
900s in preference to a direct
purchase that, at one time
during negotiations, included a
pledge by Dassault to assist in
selling the RAAF's mothballed
Mirage III fighters on the
secondhand market. Pakistan is
interested in buying 60 of
Australia's Mirage Ills, but the
deal is still far off, and the
Australian Government has
decided to go ahead with the
lease of the five Falcon 900s.
Dassault clinched the deal in
the face of tough competition
from the Boeing 737-300,
British Aerospace 146, and
Canada's Challenger.

Piper restarts Arrow deliveries
The University of North
Dakota has taken delivery of the
first Piper Arrows to be sold
since the single-engined trainer
was reintroduced in October.
Four have already been
passed to the University out of
an initial batch of 18, and
further deliveries are planned,

says Piper. The university also
plans to buy Piper Cadets and
twin-engined Seminoles for use
in its Spectrum airline pilot
training effort.
Strong market demand
prompted reintroduction of the
Arrow and Turbo Arrow, claims
Piper.

10 FLIGHT INTERNATIONAL, 7 January 1989