We turned this

simple principle into technology worthy of the new MD-11.

There are good reasons our 3-inch atti-tude indicator is baselined on the MD-11 -

about 35,000 reasons.

That's how many case-
contained 2-inch gyros J.E.T
supplied to aviation in the past
20 years.
Now that same depend-
ability has been engineered
into our new 3-inch units, available in numer-ous models including one with electrical erect. Each has a familiar attitude display that complements any cockpit panel.
J.E.T. attitude indicators have established

a worldwide reputation for reliability. Still, it's reassuring to know that we maintain a network of factory-authorized service centers around the world. Write, or call 616-949-6600, for technical data.

Jet Electronics and Technology, Inc.

A Subsidiary of The BFGoodrich Company
5353 52nd Street S.E. / Grand Rapids, Ml 49588
TELEX 22-6453 JETELECTEC GDR / In United Kingdom: (0) 734-775544

OPERATIONS: GENERAL

Hot air lifts raft over Amazon rainforest

Airship in acid rain study T

hunder & Colt has produced
the world's largest hot-air
airship, to enable French bota-
nists to analyse the effects of acid
rain on the Amazonian forests.

The 261,000ft3

airship will lower
a 28m-diameter raft on to the
rainforest canopy so that
scientists can perform in situ
research in the uppermost
foliage.
The manufacturer says that the
AS261, a scaled-up AS80Mk II,
establishes several "firsts": the
first airship built for purely
scientific purposes, and the first
to carry a 750kg underslung load.
Gross lift capacity is 2,100kg,
the car weighing 530kg and the
canopy 375kg. Extra payload
comprises a special loading plat-
form which weighs 740kg.
Following the recent completion
of tests, the AS261 is now on its
way to Brazil as part of the
French Heartopia group's Oper-
ation Radeau de Cimes (Raft of
the Tree Tops), which is
expected to last three months.

The AS261 is 47-8m long and
is made from Thunder & Colt's
HTN90 long-life fabric. A
Continental O-200 is used to
power the airship and to main-
tain pressure. A triple Mk II
propane burner provides lift.
For transport, the craft can be
broken down into four modules:
crew section with burner,
passenger area, fuel unit, and
engine. The French scientists,
who work at the Tropical Labora-
tory of MontpelTier, plan to
inflate the airship on a river bank
in the early morning before lift-
ing the platform into place.
The platform which is carried
by four cables, comprises inflated
neoprene cylinders and Kevlar
netting. The airship will fly above
the forest until scientists select a
suitable area, which is likely to be
at least 25m above ground level.
It will then descend to lower the
platform on to the forest canopy,
where the botanists will be able
to climb out on to the netting
before the airship flies away. •

Helikopter Service strike ends
S

triking Helikopter Service
aircrew accepted a minor
modification to their disputed
new pay and conditions package
and returned to work on July 9.
Industry sources report that the
six-day action ended when
agreement was reached on a one-
hour reduction of their 12-hour
maximum daily duty period.
As a result, Helikopter Service
has withdrawn precautionary

14-day notices issued to its
600 non-striking employees on
July 4.
Approval from the Norwegian
civil aviation authority in Oslo
and the country's pilot union had
resulted in Bond & Bristow
aircraft operating some 40-plus
charter flights into the Norwe-
gian sector from Aberdeen and
Sumburgh, and this programme
was completed on July 10. •

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