HEADLINE S

UK's Associated

Aerospace signs

Tay Rombac deal
BY ERIC BEECH

/Associated Aerospace has
X\.signed a $1 billion contract
with Interprinderea de Avioane
Bucuresti of Romania for the
supply of up to f 00 Tay-powered
Rombac One-Elevens (Flight, 28
March-3 April). The UK lessor is
confident that the recently an-
nounced contract secured by A J
Walter to sell and lease Rombacs
with hushkitted Spey engines
(Flight, 11-17 July) will not im-
pinge on its deal.

Associated Aerospace manag-
ing director Brian Kyme expects
to take delivery of the first
"green" aircraft from Romania by
the end of next year, building up
to ten a year by 1994. Associated
has also signed a $200 million
contract with Rolls-Royce for the
supply of the first 50 shipsets of
Tay engines.
Referring to the A J Walter
agreement, Kyme says: "We don't
profess to be the sole
resurrectors of the One-Eleven.
Ours will be a different animal. I
don't see a problem for us in the
marketplace." Associated will
work with Dee Howard and the
AIM Group on the Tay re-engin-
ing kit and the installation of a
"glass" cockpit and new cabin
interior in the One-Eleven.

With funding negotiations still
being concluded between Asso-
ciated Aerospace's merchant
bankers and the Romanian
authorities, Kyme declines to
name the company's backers. He
emphasises, however, that all the
finance is in place. So far the
company has about 12 airlines
interested in placing orders.

Associated says that the first
50 Tay One-Elevens will form a
major part of its international
leasing operations for the 1990s.
A decision on the option for the
further 50 One-Elevens will be
taken as soon as production rates
can be firmed up with the
Romanians.

Associated managing director
Kyme is also still interested in
acquiring another regional com-
muter aircraft. •

Lockheed disputes 'default'

BY JOHN BAILEY

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ockheed is to appeal against
j the US Navy's cancellation
of the $600 million full-scale
engineering development
(FSED) contract for the P-7A
maritime patrol aircraft, which
was terminated after the Navy
found Lockheed to be in default.

The Navy cancelled the con-
tract on 20 July, citing delays in
the development of two P-7
prototypes, which were orginally
scheduled for delivery in April
and December 1991. Lockheed
had virtually suspended P-7
work during a protracted wran-
gle over responsibility for cost
overruns on the programme,
which the company claims were
because of changes made to the
Navy's original specification.
Lockheed said that it would
appeal against the terms of the
cancellation, which allocate all
responsibility for termination
costs to Lockheed. The default
ruling is one the harshest actions
ever taken against a major de-

fence contractor, although chair-
man Daniel Tellep says: "We
believe the Navy has no legal or
contractual basis for default ter-
mination. We are confident that
the appeal will be resolved in
Lockheed's favour."

Tellep says that the termina-
tion costs would be covered by
the $300 million which Lock-
heed wrote off against the fixed-
price FSED contract late last
year, but adds that the company
hopes to recover " . . .a signifi-
cant portion" of that sum by
reversing the default ruling.
Lockheed will also claim for
work which the Navy requested
beyond the terms of the original
development contract.
Lockheed was awarded the
four-year contract to design the
successor to its venerable P-3
Orion in January 1989, after
successfully competing against
Boeing and McDonnell Douglas.
Lockheed was able to underbid
its competitors by claiming that
its design would share at least
30% structural commonality
with the P-3, despite the larger

payload and longer range
requirements, and despite the
previous award of the Update IV
mission avionics package to
Boeing. The Navy planned to buy
125 P-7s, worth about $5 billion.
At the time of the FSED award,
some specifications for design
loads remained open, to be
agreed later between the Navy
and Lockheed. When the Navy
presented its demands, however,
Lockheed discovered that its
existing design would not have
the structural strength necessary
to meet them (Flight Inter-
national, 29 November-5 Decem-
ber, 1989). They included a
requirement that the aircraft
should be able to withstand the
stress of landing at its maximum
allowable weight for every land-
ing throughout its life.

The modifications required to
meet these and other demands
reduced structural commonality
with the P-3 from 30% to about
5%, while the additional weight
meant that the aircraft would not
meet the Navy's payload/range
goals. Lockheed took a $300 mil-

P&W breaks into

Eastern Europe

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ratt & Whitney (P&W) has
broken General Electric's
big-fan stranglehold on Eastern
Europe by winning an order for
PW4000 engines to power three
Airbus A310-300s scheduled for
delivery to Romanian flag-carrier
Tarom.

All other East European carri-
ers with Western wide-bodies on
order or in service, Aeroflot,
Interflug, LOT and CSA, have
specified the GE CF6-80C to
power either Airbus A310s or
Boeing 767s. The Romanian air-
line's decision continues a
relationship first established
with the P&WJT3Ds that power
its Boeing 707s.
Tarom will use its A310s on
intercontinental routes in place
of Boeing 707s or Ilyushin Il-62s.
The aircraft are due for delivery
in March and May of 1992 and
February 1993. •

SAS pilot had no licence
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he Swedish Criminal Pros-
ecutor is considering bring-
ing charges against SAS and one
of its pilots who has been flying
without a valid licence for almost
six years. The pilot has been
suspended pending the outcome
of the investigation.
The pilot was found to be
flying without a valid medical
certificate in December 1989,
and SAS's doctor informed the
Swedish civil aviation authority.
It was also discovered that the
pilot did not have a type rating
for the McDonnell Douglas
DC-10, which he had been flying
as a co-pilot, and that his licence
had lapsed in May 1984.
In 1985 the pilot put in a
request to the Swedish civil avi-
ation authority to extend his
rating to include the DC-10. The
authority in turn asked to see his
licence and medical certificate.
The pilot did not reply and the
authority took no further action.

In 1987 the auhority removed
the application from its register.
The pilot flew a total of 3,000h
without a licence. He did pass all
SAS's regular proficiency tests,
however, and did not arouse any
suspicions.
SAS's head of flight opera-
tions, Johan Juhlen says: "It's not
up to SAS to control pilot's li-
cences. That's for the [civil avi-
ation authority] ... it should
have warned us". SAS has tight-
ened control since December last
year, and now requires pilots to
present their licences.
According to the authority the
pilot had attended a course of
"re-habilitation" in the USA
during 1985. According to
sources close to the case, how-
ever, this "re-habilitation" was
not for alcoholism as the Swed-
ish press has suggested.
The criminal investigation is
not likely to be completed until
the end of August. •

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