TECHNICAL: G ENERAL AVIATIO N

Turbocharged 114 is Commander's aim
BY IAN GOOLD

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ommander Aircraft is plan-
ning to offer a more power-
ful version of its Model fl 4
piston single and is looking at
the market for a new trainer to
replace Cessna 152s.
The turbocharged fHTC L
will be powered by a 225kW
(300hp) liquid-cooled Teledyne
Continental Voyager engine.
Commander president Randall
Greene expects that this will
give the 114 a speed of 414km/h
(224kt) compared with the
303km/h possible with the cur-
rent production aircraft.
Greene says that manufacture
is to be stepped up next year.
Production is set to grow from
eight to 12 a month in May
1991, and from 12 to 20 or
more from October. Up to 50%
of Model 114s built are being
sold for export.
Greene is talking to Com-
mander dealers about the mar-
ket for a new trainer. He be-
lieves that there may be a de-

mand which could be met by a
joint venture design.
Greene argues that "...the
world needs a Cessna 152 re-
placement trainer. The Piper
Cadet is not that aircraft." Piper
has demonstrated that selling at
a loss to generate volume is not
the way forward while Cessna
has repositioned "and is doing
nicely", he says.
Although' conceding the in-
roads made in the market by
Socata designs from France's
Aerospatiale, Greene points out
that "...it is very hard for a
non-US [training] aircraft to do
well in the USA".
Commander estimates an ini-
tial 300-a-year world market for
two-seat primary trainers would
be needed to absorb non-
recurring costs. Such a venture
would not have to be a com-
pletely new design, says Greene.
"There are potential partners or
existing aircraft [available].
There are quite a few designs
that have not been properly
exploited." D

New Yakovlev general aviation designs

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Yak-58

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Yak-48

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Yak-56

Yakovlev unveils konversiya plans T

he Yakovlev design bureau
has unveiled several new
designs it is considering to ex-
pand its activities in the general
aviation market.
The Yak-112, profiled top
left, is a high-wing four-seat
light utility aircraft with an
unprepared short runway capa-
bility. The Yak-56, top right, is
a dedicated two-seat aerobatic
aircraft powered by the M-16
225kW (300hp) air-cooled en-
gine. The Yak-58, mid left, is a
six-seat light executive and util-

SUKHOl TEAMS FOR SINGAPORE SCREENCRAFT Sukhoi and Singapore' Aeromarine have teamed to market the "screencraft", a wing-in-ground-effect-type aircraft. The original design work was undertaken by Singapore Aeromarine and has been taken up by the Sukhoi design bureau. Using two decks, one for passengers and one for cargo, the "screencraft" is described as combining the qualities of an aircraft and a hydroplane. A mock-up was displayed by Aeromarine at Asian Aerospace in Singapore earlier this year.

ity aircraft with rear-mounted
engine. Air ambulance and
cargo variants are also possible.
The Yak-48, bottom left, is a
turbofan powered six- to ten-
seat business aircraft fitted with
digital flight controls. •

N EWS I N B RIEF

KING AIR DATA

Kohlman Systems Research,
based in Lawrence, Kansas,
has been awarded a contract
by the Simulation Systems
Division of FlightSafety Inter-
national to flight test a Beech
Super King Air 350 aircraft.
The flight test programme
will provide aircraft valida-
tion data for use in the quali-
fication of advanced flight
simulators.

NEW FALCON AVIONICS
The Olathe, Kansas-based
Bendix/King General Avia-
tion Avionics Division of Al-
lied-Signal Aerospace has
been selected to supply avi-
onics systems for a Falcon 20
business aircraft owned by
International Aviation Tech-
nical Services. The avionics
retrofit will be completed by
IFR Avionics of Van Nuys,
California, following a Gar-
rett 731 engine retrofit and
major corrosion inspection
performed by Garrett General
Aviation Services Division.
The Falcon 20 is manufacyu-
red by Dassault.

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