INDUSTRY

fit

"'

DAREN
HYDB6UTUG 1

400

&tf ^ ' i^S&BEm^m-

RM AVIATION UNVEILS STRONGER TUG
RM Aviation has unveiled a new aircraft tug which the company claims produces around double the power of anything comparable on the market. Called the HydrauTug it uses a Honda engine operating at between 2,000 and 2,500 rpm to pump fluid to a pair of high-torque motors connected to the main wheels. The three basic models in the range, the 200, 400 and 600, can move aircraft weighing up to 5,670fcg, ll,340feg and 45,350fcg respectively. RM Aviation says: "By incorporat-ing a hydraufically operated nosewheel lifting bucket and winch, the HydrauTug can move anything from a single nosewheel Cessna 150 to a Gulfstream IV." The 600 series is also available as a sideways ride on model, called the 600RO, which incorporates a heated cab and windshield wipers. The new design also means there are no external moving parts — chains, reduction gears, clutches and axle attachments having been removed.

Sextant delivers Tiger

navigation systems
Sextant Avionique has delivered
the first navigation subsystems
for the PAH.2 Tiger helicopter to
Eurocopter partners Aerospatiale
and MBB.

The first two navigation sys-
tems will be used in ground
development tests. Tiger will
have a completely redundant
navigation system based on two
hybrid navigation platforms with
PIXYZ three-axis laser gyros,
two air-data (pressure and tem-
perature measurement) units,
two magnetometers, a Doppler
radar and a radio altimeter.

Sextant Avionique says:
"Thanks to hybrid architecture
involving all these sensors, the
system provides precise, reliable
parameters for flight control, in-
formation displaying, navigation
and guidance."

Sentinel 1000 avionics

arrive from Ferranti
Ferranti International has deliv-
ered the first set of flight instru-
mentation and avionics for the
Westinghouse Airship Sentinel
1000 programme.
The Ferranti systems include

a flight-management computer
with video display units for
flight-control information and a
moving map for navigation.
Manual flying will be assisted by
an integrated flight instrumenta-
tion system incorporating an air-
data sensor and an attitude and
heading reference system.
The Sentinel 1000 made its
maiden flight on 26 June, 1991,
and is now undergoing flight
trials before final fitting out for
operational trials under a US
Navy contract.
If the trials are successful,
there are plans to build a 130m-
length second airship with suffi-

cient lift capacity to carry a
radar, command, control and
communications equipment,
quarters for a crew of ten and
enough fuel for a ten-day mis-
sion, says Ferranti International.

Lockheed completes
laser radar tests
Lockheed's Palo Alto Research
Laboratory and Coherent Tech-
nologies of Boulder, Colorado,
have completed field tests at
NASA's Kennedy Space Center,
evaluating the world's most
powerful solid-state coherent
laser radar. The system is de-
signed to detect windshear in
the atmosphere above space
launch sites.
The Coherent Launch-Site At-
mospheric Wind Sounder
(CLAWS) is a light detection
and ranging system, the laser
counterpart to a radar, capable
of measuring wind-speeds to an
altitude of 20km.

Lockheed says: "The aim of
the field-test programme is to
appraise the ability of CLAWS to
meet NASA goals for increased
safety and launch/mission flexi-
bility at Kennedy Space Center."
Windshear measurement in-
volves the release and tracking
of weather balloons before
launch, but, Lockheed says: "Be-
cause there is often an hour's
delay between these measure-
ments and launch, the result is,
at best, a crude picture of the
dynamics of the atmosphere
along the flightpath of the
launch vehicle."
The CLAWS instrument can
be used to support the launch
and landing operations of the

Space Shuttle, as well as those o
expendable vehicles. The pro-
gramme is managed by NASA
Langley Research Center, Hamp-
ton, Virginia.

CLAWS detects windshear

Garuda chooses Burtek

training simulators

I

ndonesian national carrier
Garuda Indonesia has selected
Thomson-CSF subsidiary Burtek
to provide four aircrew and
cabin attendant training simula-
tors to train personnel for its
international fleet.

The training simulators in-
clude a Boeing 737/DC-9 cabin
service and evacuation trainer, a
737 cabin service trainer, a
stand-alone 747-200 upper deck
crew door trainer and a 747-200
cabin service mock-up.
The 737/DC-9 trainer will be
11.3m long and mounted on a
hydraulic tilt base, while the 737
cabin service trainer will be
10.3m long.
Meanwhile, South African Air-
ways has selected Burtek to pro-
vide three new aircraft door
training devices — these being
a Boeing 747 stretched upper
deck, an Airbus A320 main
entry door, and an A320
over-wing exit. •

LASER INSPECTION
A special low-cost laser holo-
graphy inspection system has
been developed by Masham, the
engine subsidiary of Israel Air-
craft Industries, to inspect the
braze bonding in feltmetal (soft
metal) airseals of aircraft en-
gines. Based on the system's
performance, Pratt & Whitney
has authorised Masham to re-
pair feltmetal ducts and airseals
of JT9D engines.

IPECO DEAL
Ipeco Europe, the main subsidi-
ary of aircraft crew-seat
designer and manufacturer

NEWS IN BRIEF

Ipeco Holdings, has won the
contract to supply the pilot
seats for the new Boeing 777
twinjet wide-body. The contract
is valued at an estimated $14
million.

MDX SEAT TESTS
Crew and passenger crash at-
tenuating seats developed by
Israel Aircraft Industries for the
McDonnell Douglas MDX heli-
copter have passed US Federal
Aviation Administration static
and dynamic regulation tests.

The Israeli company's MATA
and Golan subsidiaries attenua-
tion seats have been designed
for controlled collapse in the
event of a crash-landing. The
seats have also been selected for
installation on the Bell/Boeing
V-22 Osprey tilt-rotor aircraft.

MELCO CONTRACT
Mitsubishi Electric (MELCO)
has won a contract to supply
General Electric with satellite
parts under a contract valued at
approximately ¥300 million
($2.4 million). MELCO will
supply structure panels for four
Inmarsat 3 series satellites.

36 FLIGHT INTERNATIONAL 29 January - 4 February, 199.