REGIONAL AIRLINER DIRECTORY

market. A stretched version with new engines and seats for up to 30 passengers was under study several years ago, although the current status is not known. ,

KELOWNA (Canada)
Convair 5800 British Columbia-based Kelowna Flightcraft flew its prototype stretched Convair 340 freighter on 11 February, 1992. Certification testing, now under way, is expected to be completed in time for formal approval in late 1992, initially for cargo use. The aircraft is to be marketed as the Model 5800 for both passenger and cargo operations, and incorporates a 4.25m lengthening of the basic airframe. The modifica-tion can be applied to Convair 340s, 440s and 580s. Kelowna expects the aircraft to have 262kt (485km/h) cruise, a maximum-payload range of 1,930km (860nm) at a payload of 9.5t. Powered by two 3,200kW (4,300shp) Allison 501-D22G (T56) engines, the cargo aircraft is updated with Honeywell EDZ-803 electronic flight instruments, Hamilton Standard propellers, new wiring and major structural strenghtening.

LET/OMNIPOL (Chechoslovakia)
L-410UVP-E Turbolet The Czechoslovakian man-ufacturer has now found possible customers for the L-410s previously produced for the Soviet Union. Aircraft from 1990, 1991 and 1992 production are earmarked for "more than one customer", says Aero, the Czechoslovak aerospace industry holding company. Barter is being consid-ered for payment, many of the aircraft being destined for Russian operators without hard currency. Upgraded avionics and engines are planned for a "new" -410 series. The UVP-E is the latest version of the Let L-410 design, originally flown in 1969. Achievement of Swedish certifica-tion, received in mid-1990, was expected to pave the way for additional Western sales beyond those to Swedish carrier Liz Air. Danish certifica-tion had been won in 1989 and Dutch regulators had cleared an unmodified -410. Sweden called for additional emergency exits and a fuel flow gauge, however. The -E carries four more passen-gers than the basic Let -410UVP model, giving it a payload of 19 passengers. This has been achieved by moving the luggage stowage and the toilet to the rear of the aircraft. The wing has been strengthened and two 1141itre-capacity wingtip fuel tanks added, extending the range of the aircraft by 40%. By increasing the angles of the double-slotted flaps, the take-off performance has remained unchanged despite a 590kg increase in maximum take-off weight. The aircraft has new powerplants, two Walter M601-E 559kW turbo-props driving Avia V five-bladed propellers. The first UVP-E flew in December 1984 and was certificated in the Soviet Union in March 1986. The type has replaced the earlier Let L-410UVP. Production is expected to run until around 1993. About 875 have been produced for the former Soviet Union, out of a total of more than 1,000.

L-610 A joint venture, involving US engine manufacturer General Electric, is expected to be announced soon, covering use of the CT7-9 in place of the earlier l,360kW (l,800hp) Walter/ Motorlet M602 to power the L-610. The new model provides twice the passenger-carrying ca-pacity of the Let -410 Turbolet and is also pressurised. It was first flown in December 1988. Let aims to obtain certification to European JAR 25 and US FAR 25. The aircraft seats 40 four-abreast passengers in a similar layout to that of the Let -410, in a wider and longer fuselage.

First flight with CT7 power, previously scheduled for late-1991, is now expected in time for the aircraft to appear at September's Farnborough air show. Midwest Leasing, based in Guernsey, Channel Islands, has taken options on ten air-craft, the first order from outside Eastern Europe, intending to lease these to European airlines. It has been in talks with Israel Aircraft Industries about an Israeli upgrade of the L-610.

MYASISHCHEV

The Myasishchev experimental engineering works unveiled plans for a ten-seat regional-transport/ business aircraft late in 1990. Dubbed Dolphin, the aircraft is being developed from a utility design for short-haul feeder services and cargo flights up to 1,000km (540nm) long. The low-wing design sports pusher propellers driven by two 750kW Lyulka AL-34 turboprop engines.

NATIONAL AERONAUTICAL LABORATORY (India)
The Indian National Aeronautical Laboratory (NAL) in Bangalore is seeking international partners for its proposed light-transport aircraft (LTA). The 6- to 14-seat aircraft would have an Indian-manufactured airframe with bought-in en-gines and avionics. Pratt & Whitney Canada has offered to supply engines for a prototype and tenders have been submitted for other equipment. NAL sees a market for 250 domestic sales and at least 100 export aircraft. If the go-ahead is given, the first aircraft would be completed in about four years' time, with production beginning in 1997 following Indian certification. The NAL reports "satisfactory" progress, but in May had not yet begun to translate design into hardware.

PARTENAVIA (Italy)
AP-68TP-600 Viator First flown in July 1984, the Viator (Wayfarer) is an updated, stretched, re-tractable-gear version of the Partenavia Spartacus design. A commuter version with seating for ten passengers is offered. The aircraft is built only to special order.

PILATUS BRITTEN-NORMAN (UK)
Islander This best-selling British aircraft contin-ues in production, with more than 1,100 of all models, including the Trislander, having been sold to date. In recent years the BN-2 design has provided financial success, although earlier the company had been through two changes of ownership. Turnover almost doubled from 1986 to around £18 million in 1991 and was expected to approach £40 million by 1995. The production in 1991 of 15 aircraft has been predicted to grow-to approach 30 a year by 1995, including multi-sensor surveillance aircaft. The company concedes that "eventually" the design must be replaced, acknowledging the ultimate short-comings of its narrow cross-section when consid-ering increases in weight or length.

Islander: its market is growing

BN-2B Islander The current production piston-engined model is powered by either two 195kW (260hp) Lycoming O-540s or two 225kW IO-540s, designated BN-2B-26 and BN-2B-20 respec-tively. Both variants can be fitted with improved tip tanks as an optional feature and, from late 1989, three-bladed propellers. The Islander is manufactured by IAv Bucuresti of Romania, which delivers airframes to PB-N at Bembridge, where they are fitted out to customer specifica-tion. The aircraft is also produced by Philippine Aerospace Development in the Philippines.

BN-2T Turbine Islander First flown in 1980, the turboprop-powered BN-2T is available for the same range of applications as the piston-engined Islander. The engines are 300kW (400shp) Alli-son 250-B17C turboprops. First deliveries were made in December 1981.

Trislander — see AUDREY PROMOTIONS (Australia).

PZL-MIELEC (CIS/Poland)
Antonov An-28 Antonov has been considering resuming production of the Antonov An-28 (which has been the responsibility of Poland's PZL), re-engined with Garrett TPE331 engines, although the manufacturer is looking more to the larger An-38 in the short term. Following Soviet-Polish talks in 1978, it was agreed that full production be undertaken by PZL-Mielec. An-28 plans centre around a straight resumption of manufacture, but with two 750kW (l,000shp) TPE331-10/lls in place of the 720kW WSK-PZL Rzeszow TWD-lOBs used in the current Polish WSK-PZL Mielec factory. The proposed stretched An-38 variant is expected to seat 27 passengers, compared with the earlier design's 17 passengers and would be powered by l,125kW Garrett TPE331-14s if present negotiations are successful. The two companies have exchanged information and are closer to understanding the technical implications of the proposal, according to Garrett. Initially designated An-14M, the An-28 first flew in the Soviet Union in September 1969 and completed flight testing in 1972. The first Polish An-28 flew in July 1984 and the type received certification in February 1986. The aircraft has a rear loading ramp entered through clamshell doors, fixed tricycle landing gear and is unpres-surised. It also has short take-off and landing performance with automatically deployed leading-edge slats, and fixed tail-mounted slats.

REIMS AVIATION (France)
Reims Aviation shares, previously held by Cessna, were re-purchased by Compagnie Francaise Chauffour Investissement in 1989 and the com-pany is modernising its production equipment, including computer-aided design systems. Sub-contract work is undertaken on Airbus A330/ A340, ATR42/72, Falcon and Mirage types. In late 1991, Reims was discussing with Cessna the possible resumption of production of the Cessna 425 Conquest I twin turboprop, although plans have not been announced.

Caravan II This twin-engined turboprop aircraft was a joint development between Cessna and Reims Aviation. The Model 406 Caravan II evolved from Cessna's line of 400-series aircraft,
combining components from several of these with
a new, mid-cruciform tailplane design. The air-
craft can be configured with up to 12 commuter
passenger seats, as well as alternative eight-
passenger executive or cargo configurations. The

76 FLIGHT INTERNATIONAL 10 - 16 June, 1992