GENERAL AVIATION

Bede BD-10 release aimed for August
BY GUY NORMS
IN MOJAVE

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he first kit versions of Bede
Jet's two-seat, single-turbo-
jet BD-10 will be available in
August, according to its de-
signer, Jim Bede.
Demonstrating the high-
performance aircraft at Mojave,

Bede plans to re-engine BD-10

California, on 23 June, Bede
also revealed that the BD-10
will "eventually" be offered
with the Williams Rolls-Royce
FJ44 turbofan in place of the
more powerful, but older-
generation, General Electric
CJ610/J85 turbojet.
Bede says that the use of the
FJ44 is some time off as "...it
involves whole new [exhaust]
duct work".

Widespread availability of
the GE engine has been one of
the driving factors behind its
use in the BD-10, which has
such a high thrust-to-weight
ratio that it is expected to
achieve comfortably its pro-
jected maximum design speed
of Mach 1.4.

Flight-tests conducted in the
recently completed first phase

itial Learjet 45 batch sells out
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earjet has sold the first 18
months' production of its
new Learjet 45 business jet.
The Bombardier subsidiary
plans to deliver eight of the
$5.9 million Learjet 45s in
1996 and 28 in 1997.

The Wichita-based company
is also stepping up production
of its 30- and 60-series busi-
ness jets by 43% in 1993, from
28 produced in 1992 to 40, of

NEWS IN BRIEF

GOURMET A.109Cs
Spain's Ministry of Agricul-
ture, Fisheries and Food has
ordered the second of a
planned five Agusta A.109C
helicopters for surveillance
and inspection missions. The
first entered service in Octo-
ber 1992 and the second will
be delivered later this year.

NOTAR LICENCE
McDonnell Douglas Heli-
copter has licensed Italy's
Agusta to build the MD520N
tail-rotorless (NOTAR) heli-
copter in Italy (Flight Interna-
tional, 16-22 June). The first
for the Italian market will roll
off Agusta's assembly line in
mid-1994.

which 18 will be new mid-
sized Learjet 60s.
"We project a steady increase
in output of 10% a year
through 1996, when the Learjet
45 comes on line, and another
significant expansion of output
thereafter," says Learjet presi-
dent Brian Barents. The com-
pany will add up to 300 people
to its 3,500-strong workforce
this year.
Construction of the first
prototype Learjet 45 will begin
in August. Bombardier sister
companies de Havilland and
Shorts are to deliver the first
wing and fuselage, respectively,
to Wichita in July 1994. The
first flight is scheduled for
March 1995 and certification
for July 1996.
Learjet has completed more
than 890h of low-speed and
high-speed windtunnel testing
and has supplied de Havilland
and Shorts with loft contours
and aerodynamic data, enabling
its risk-sharing partners to
begin detailed design of the
wing, fuselage and empennage.
• Learjet has delivered a Lear-
jet 35A equipped for air-
ambulance, VIP-transport and
target-towing duties, to Taipei-
based Golden Eagle Aviation.
The aircraft is Taiwan's first
corporate jet. D

have explored the slower end
of the envelope. "We've shown
an 85kt [160km/h] landing
speed and taken it up to 260kt
IAS [indicated air speed],
which is equal to about 350kt
at 18,000ft [5,500m]," says
Bede. "We're basically
satisfied with the results and
handling characteristics. We
feel it is a good aircraft right
now, but we also feel we could
make it even better."

The second flight-test phase
is due to begin at the end of
September, when the BD-10
will be pressurised for high-
altitude tests involving high-
speed runs and spins.
Production of six more
BD-lOs, to bring the total fleet
to ten, is now beginning at
Bede's factory in St Louis, Mis-
souri. Sales of around 25 have
been secured and Bede believes
that production of kits could
eventually reach 50 a year.
The kit sells for $221,000,
excluding the engine, which
can be obtained for around
$100,000. The total estimated
cost is between $500,000 and
$600,000, depending on avion-
ics choice and the amount of
assistance needed for assembly.
Missouri-based Fox 10 has
been appointed as official
subcontractor for the kit. D

Cirrus to build

ST-50 in Israel

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irrus Design has confirmed
that the ST-50 will be built
in Israel, after it was reported
erroneously that the single-
turboprop business aircraft
would be built at its Duluth,
Minnesota, plant (Flight Inter-
national, 26 May-1 June, P21).
Cirrus has sold the certifica-
tion and production rights to
the design to Israviation of
Kiryat Shmona, Israel and,
under its agreement, will com-
plete a proof-of-concept proto-
type in Duluth.
Israviation, meanwhile, will
build two ST-40s, turboprop-
powered versions of the Cirrus'
VK-30 all-composite, pusher-
propeller kitplane, to prove its
capability to produce the
larger, pressurised ST-50. The
Israeli company will then pro-
duce two ST-50 certification
and production prototypes by
the end of 1994. Series produc-
tion is planned for 1996.
Luxembourg-based Euravia-
tion, Israviation's parent, is of-
fering a time-sharing plan,
basing at least three ST-50s in
every large European city. A
similar plan is in the offing for
the USA. Cirrus will provide
engineering and marketing
support for the ST-50 in North
and South America. •

RUTAN DRIVES LONG-EZ DOWN TEST ROAD
The Rutan Aircraft Factory has conducted a series of unusual tests to investigate the behaviour of the Long-EZ design at extreme angles of attack. This follows an accident, in which a pilot was injured, when the aircraft became locked in a deep stall. Rutan mounted a homebuilt Long-EZ on a three-axis instrumented support on the front of a truck
and drove it along the runway at Mojave, California, gathering data.
Long-EZs are limited by design to a 16" maximum angle of attack. The
tests showed that it can recover from a deep stall when flown within
the allowable centre of gravity — the suspected, vortex-induced,
extreme lift at high angles of attack failed to materialise.

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