GENERAL AVIATION

Cirrus plans for

stronger seats
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irrus Design plans to in-
troduce crashworthy
seats for its VK-30 all-
composite kitplane and a fam-
ily of type-certificated gen-
eral-aviation aircraft now
under development at the
Wisconsin-based company.
The pusher-propeller
VK-30 will be the first
kitplane to have seats which
meet the US Federal Aviation
Administration standards for
spinal-injury protection.
These are needed for new
type-certificated small air-
craft, says Cirrus president
Alan Klapmeier.
Many kitplanes do not have
room under the seat for strok-
ing of the seat frame or
deflection of the seat pan —
which are methods' normally
used to provide crash protec-
tion. Instead, Cirrus de-
veloped a seat cushion which
provides spinal-injury protec-
tion when mounted on a rigid
seat/pan assembly.
Laboratory testing identi-
fied a material, called Confor-
Foam, which could absorb the
crash energy and Oregon Aero
was commissioned to produce
a sculptured, upholstered seat
cushion and back to fit in a
seat frame, pan and backrest
designed by Cirrus.
Cirrus has stopped selling
VK-30 kits as it turns to
concentrate on developing a
family of factory-produced
aircraft using the aerody-
namic and structural technol-
ogy which has been devel-
oped for the kitplane. The
company will complete ex-
isting orders which it holds
for kits and continue to sup-
port VK-30 builders, accord-
ing to Klapmeier
Cirrus' first production air-
craft will be the single-
turboprop ST-50. The pres-
surised five-seater will be
built in Israel by Israviation,
but Cirrus will market the
pusher-propeller aircraft in
North and South America
while continuing to develop
other all-composite designs to
be built at a new factory in
Duluth, Minnesota. •

NTSB urges action on 10-520
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he US National Transporta-
tion Safety Board (NTSB) is
urging the Federal Aviation
Administration to issue an
emergency airworthiness direc-
tive (AD), requiring operators
of aircraft with Teledyne Conti-
nental IO/TSIO-520 and -550
piston engines to fit new en-
gine-driven fuel-pump cou-
plings within 30h. Some
12,500 engines are affected.
The NTSB believes that a
worn coupling could have been
a factor in the June 1992 crash
of an Adventure Airlines
Cessna 402 soon after take-off
from Grand Canyon West Air-
port in which the pilot and

nine passengers died.
The right engine lost power
soon after take-off and passen-
ger videotapes recovered from
the wreckage revealed that fuel
flow to the engine was low.
The NTSB suspected worn
wing-tank fuel-inlet valves and
the FAA issued ADs directing
valve inspections and setting
minimum-fuel limits.

Cessna redesigned the valves
and conducted flight tests with
simulated worn valves. These
revealed that air could enter
the fuel flow, but that power
interruption was not abrupt
and did not occur until fuel
dropped to around 15litres.

While these tests were being
conducted, the NTSB noticed
the Continental service bulletin
on the engine-driven fuel-
pump coupling. Re-exami-
nation of the aircraft revealed
wear on the drive coupling,
which could have prevented it
from engaging the fuel-pump
drive. The new coupling has a
longer engagement length.
Teledyne issued a service
bulletin in March, calling for
replacement of the couplings
and the FAA issued a notice of
proposed rule making at the
beginning of August. The
Board believes that more ur-
gent action is required. •

Koliber 150A will be reborn as the Koliber H in the USA

PZL Koliber nears US certification

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ZL of Poland expects soon
to certificate its Koliber
150A in the USA, where it will
be known as the Koliber II.
Northfield, Illinois-based
Cadmus is to distribute the
type and has been securing
dealership arrangements for its
North American sales region.
The Koliber II is the latest
version of the licence-built
Socata Rallye 100 ST four-seat,
single-piston-engine tourer and
trainer. Cadmus says that it has
submitted all relevant docu-
mentation to the US Federal
Aviation Administration and
hopes for Part 23 approval
within weeks.

The company has agreed to
distribute other types produced
by the Warsaw-headquartered
manufacturer in future.
According to Cadmus presi-

dent Philip Coleman, the
Koliber II will be equipped
with a new, American, instru-
ment package for the USA.
It will also feature an im-
proved electrical system; night
capability; and instrument fly-
ing-rules (IFR) avionics. The
engine will be a 112kW
(150hp) Lycoming O-320.
The Rallye and Koliber are
distinguished by their full-
span, automatic, leading-edge
slats, which help their 40kt
(80km/h) maximum-gross-
weight stall speed and excep-
tional short-field performance.
Cadmus plans to display the
aircraft at the National Busi-
ness Aircraft Association show
in Atlanta, Georgia, later in
September. The type will cost
$89,000, fully equipped, and
$99,750, with full IFR fit. •

B&LAE: the show

grows bigger
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he Flight International Busi-
ness & Light Aviation Ex-
hibition and the associated
Met-X'93 exhibition at North
Weald, north of London, takes
place between 8-11 September.
The following companies and
aircraft will be at the show, in
addition to those listed in our
show preview (Flight Interna-
tional, 25-31 August).
Aegon Financial Services, Aero
Sonics, Aerospace Communi-
cations, Air Transport (Char-
ter), Airline Maintenance,
Anglo American Airmotive,
Avia Special, Aviat, Britavia,
Cedairmil, CFS Aero Engines,
Gamston Aviation, Greenland
Air, Hamilton Standard,
Houchin, Jackson Rudd Asso-
ciates, LBC Radio, Negretti
Aviation, Rothmans (UK),
Tradelink, Vendee Air Park.

MET-X '93 exhibitors: Ames,
Bristol Industrial and Re-
search, Casella London, Enraf-
Nonius, Met-Check.
Static park: Beech Duchess
Be76, Cessna 152, Husky Al,
Piper Aztec Pa23, Piper Chero-
kee PA28-140, Piper Saratoga
HPII, Piper Warrior Pa28II,
Pitts Special S2-B, Ruschmeyer
R.90-230RG, Rockwell Com-
mander 114B, TB20 Trinidad,
Wilga. Helicopters: Aerospa-
tiale AS3502B, Rotorway
Exec90. •

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