

PW530 turbofan has successful first flight

Pratt & Whitney Canada's PW530 turbofan has been flown for the first time on the company's Boeing 720B flying testbed, from Longueuil, Quebec.

The 13kN (3,000lb)-thrust PW530 turbofan was taken up to 40,000ft (12,200m) during the 4h test flight. The engine will undergo more than 6,000h of flight- and test-cell evaluation before certification, which is expected in late 1995.

The PW530 is the first of

the PW500 series and was unveiled at the 1993 National Business Aircraft Association in Atlanta, Georgia. It is aimed at an unidentified corporate-aircraft programme.

The core for the new family is being developed under a parallel test programme as the Turbofan Technology Integrator/Demonstrator (TTID). Core testing for the TTID began in October 1992, with flight tests starting in November 1993. □

Allison to deliver engines for Bell 430

Allison Engines will deliver the first two prototype Allison 250-C40 turboshafts later this month to Bell Helicopter Textron, for installation in the company's Bell 430 — a four-bladed, upgraded and stretched version of the Bell 230.

Allison shipped two mock-up engines to Bell for fit checking in May and expects to deliver six initial powerplants, including the two prototypes, by October

1994. "We're looking for certification in May 1995," says Model 250 marketing/sales director, Louis Scipioni.

The 250-C40 is based on the basic core of the upgraded C30, with improvements added from the US Army's reliability, availability, maintainability and enhancement programme. The engine is fitted with electronic fuel controls, an improved fuel pump and increased torque-capacity gearbox. □

Bede concludes BD-10 test phase

Bede Jet has completed the second phase of flight testing the kit-built BD-10 supersonic two-seat jet-powered aircraft at Mojave, California. The company expects to complete the first production aircraft by the end of this month.

"The biggest thing is that the second aircraft will soon be ready," says company marketing director Chris Lampe. "Two more aircraft will be completed in July and, altogether, we have a total of 12 under construction."

Of the total, one example of the jet is being built by the owner, one at Bede's Chesterfield site in Missouri and the remainder by a company called Fox 10, based in Minden, Nevada.

"Fox 10 was set up to provide assembly assistance to buyers," explains Lampe, who says that complete manufacture of the aircraft by anyone other than the buyer would be disallowed under its experimental-aircraft-category status.

This aspect of the programme has already met problems, with the US Federal Aviation Administration recently informing Fox 10 that it is operating outside the amateur-build regulations (*Flight International*, 1-7 June).

Production is rising to two aircraft a month and will be levelled off at that rate until the end of 1994. "We expect to go up to four per month in 1995," says Lampe.

Meanwhile, flight tests at

Cousteau buys Schweizer Model 330

Jacques Cousteau has become the latest customer for the Schweizer Aircraft Model 330 turbine-powered helicopter. The internationally famous marine biologist previously operated two piston-engined Model 300Cs from the deck of the research vessel *Calypso*.

Executive vice-president Paul Schweizer says that Cousteau will receive the Model 330 helicopter, the seventh to come off the assembly line, in July thanks to a delivery switch to expedite shipment.

Schweizer says that the Model 330 was purchased

because Cousteau "...wanted turbine performance at the right price". Safety issues surrounding the continued use of aviation gas on a ship also contributed to the change.

By July, Schweizer Aircraft will begin producing one

Model 330 helicopter a month — a rate which the company expects to keep until at least the end of the year. Schweizer says that he is disappointed with the softness of the low-end of the turbine helicopter



Model 330: delivery switch

market, which has depressed Model 330 sales. Even more painful, says marketing director Cole Hedden, were delays in getting the aircraft into full production.

The eighth Model 330 helicopter to come off the production line will go to Kawada Industries Aviation divi-

sion. It is the fourth to go to the Japanese firm. The company declines to reveal its Model 330 order backlog, except to say that orders in hand will support production through to the end of 1994.

The Model 330 received US Federal Aviation Administration certification in 1992. Initial production deliveries to commercial customers began in the second quarter of 1993.

Over 500 Model 300C rotorcraft have been delivered and annual production remains at about 40 aircraft. Schweizer reports a "solid backlog and orders into next year". Having previously built 60-80 Model 300Cs annually, Schweizer would like to re-build yearly production beyond the present "comfortable" production rate.

Schweizer Aircraft, with about 400 workers, also builds fixed-wing surveillance aircraft and manufactures components for several major airframe companies under subcontract.

Sales in 1993 totalled \$25 million, and the company is aiming for record overall sales of \$35 million this year, increasing by 10%, to \$38.5 million, in 1995. □

Mojave have almost been completed, apart from performance testing for the maker's manuals. "It's done everything that we expected," says Lampe.

The BD-10 was flown up to 36,000ft (11,000m) and Mach 0.9 during the tests. The prototype is not pressurised, but subsequent aircraft will have this feature.

The aircraft has yet to be flown at supersonic speeds. "Supersonic flight is down the road," he says. At the lower-speed range, the aircraft has a stall speed of 78kt (145km/h). "We come on to finals at 100kt with gear and flaps," adds Lampe. Touchdown speed is around 85kt.

Tests of the revised tail surfaces indicates that "...the flying controls are well balanced. The flutter testing was no problem at all," says Lampe. □