

Global Express is readied for flight

GRAHAM WARWICK/MONTREAL

BOMBARDIER IS conducting flight-test readiness reviews on the first Global Express long-range business jet. The first flight is on schedule for September, says Bombardier Aerospace executive vice-president, engineering, John Holding. Final safety-of-flight reviews are planned for late August.

Final assembly of the second of four Global Express flight-test aircraft is already under way at Bombardier de Havilland in Toronto, Canada. The static-test article is being prepared for limit-loading testing, scheduled to begin in early August at Canadair in Montreal. Testing of the fatigue-test article is to begin in early 1997, also in Montreal.

Holding says that the first Global Express, aircraft 90001, will be delivered to Bombardier's flight-test centre at Wichita, Kansas, in October 1996, after around 25h testing at Toronto. The aircraft is expected to have its debut at the US National Business Aircraft Association show in November.

System-functionality tests with the first aircraft are planned for July, followed by ground engine-runs in mid-July. BMW Rolls-Royce has delivered flight-test BR7210 engines, which have been installed. Ground-vibration tests are planned for early August, leading to low- and high-speed taxi tests in late August, with roll-out on 25 August.

Holding says that the Global Express programme is "on schedule, on budget and on track for a first flight in September 1996." □

NEWS IN BRIEF

■ NARITA ACCESS

The Japanese Civil Aviation Bureau (JCAB) has moved to increase slots for business aircraft at Narita Airport. Under new procedures effective from 1 July, business aircraft flying international routes can use two dedicated slots at the airfield out of 355 slots per day for scheduled operations.

PW206 to power Bell 427

RAMON LOPEZ/WASHINGTON DC

THE PRATT & WHITNEY Canada PW206D turboshaft engine has been selected by Bell Helicopter Textron to power its new light twin, the Bell 427.

The 450kW (600shp) PW206D was chosen over the Allison Model 250-C22+ and the Turboméca Arrius 2 to power the new light twin-turbine rotorcraft being developed by Bell and South Korea's Samsung Aerospace. Certification is due in late 1998.

The 427 is intended to be a rival for the Eurocopter EC135 and

McDonnell Douglas MD Explorer. A 1995 price of \$1.9 million has been set for the derivative of the new light single-turbine Bell 407, deliveries of which began early this year.

The helicopter has a 2,725kg gross weight and includes the 407's four-blade composite main rotor, with diameter increased by 600mm, to 11.3m. The 407 fuselage is being stretched by 330mm to provide room for a larger fuel tank. It will accommodate a pilot and seven passengers.

Samsung Aerospace will be the sole-source manufacturer of Bell

427 cabins and tailbooms. The flight dynamics will be built by Bell in Fort Worth, Texas, with final assembly to take place at the company's commercial products manufacturing centre at Mirabel, Quebec, Canada.

The South Korean firm will conduct assembly and completion at its Sachon plant for aircraft sold in South Korea and China.

Bell originally planned a twin-turbine version of the 407, dubbed the 407T and based on the present 206LT, but the concept was scrapped because of payload/range limitations. □

Atlanta Olympics will host Free Flight

DEMONSTRATION OF A helicopter-transportation system at the 1996 Olympic Games in Atlanta, Georgia, in July and August has been extended to include fixed-wing aircraft.

Two general-aviation aircraft, a Cirrus SR20 and a Mooney 201, will be used as airborne platforms to test signal strengths of the global-positioning system (GPS) in a corridor running up and down the eastern USA.

US Federal Aviation Administrator David Hinson describes the Atlanta Short-Haul Transportation System (ASTS) demonstration as an important part of the FAA's "Free Flight" programme to move to a satellite-based air-traffic-management system.

The ASTS is being set up in Atlanta to enable goods, emergency services and VIPs to be transported swiftly over the city during the Olympics. Up to 50 helicopters will take part in the research programme, each equipped with Arnav



Cirrus SR20 will host GPS signal-strength tests for Olympics

Systems' GPS receivers and VHF datalinks. FAA controllers will monitor and control helicopter movements using a Harris system, which will display aircraft positions on large computer-screens.

Hinson says that the ASTS project "...is a new endeavour and new

sciences and technologies must have a beginning. We are seeing the evolution of vertical flight and the development of the technology of satellite navigation, which I believe is the most important advance in the history of navigation since we started using the stars." □

Jet plans acquisitions to boost core-business resources

JET AVIATION IS in talks to acquire K-C Aviation's Transportation Services (KCTS) and Jet Professionals subsidiaries. Agreement is expected in the next 60 days, with the two companies about to enter due-diligence investigations.

K-C Aviation says that it is selling the transportation-services com-

panies to free up resources to strengthen its core businesses of completions and maintenance. Earlier this month, parent company Kimberley-Clarke sold its interests in regional carrier Midwest Express.

KCTS provides charter and management services from its Montvale, New Jersey, base, while

Jet Professionals provides consulting and personnel services from Shelton, Connecticut.

Terrance Kelley, president of Jet Aviation's US operations, says that the purchase will expand the fleet under its management to 70 aircraft in the USA and more than 145 aircraft worldwide. □