the Airbus programme.
Conrado Dornier, executive director of Seastar, estimates that, with the planned yearly production of 30 aircraft, the total funding needed will run to DM100 million, including sums already spent. Of this total, more than half will be needed for long-term product development. Hence, the financial requirements to bring this promising aircraft to maturity and to initiate series production are low, but the German Government is unlikely to be inclined to provide another loan for continuation of the programme.
During a meeting with the German Aviation Writers Association (LPC), Conrado Dornier said that, if no Govern-ment help is forthcoming this summer, he will be forced to move the Seastar abroad: "Offers from several countries already exist".

MBB MPC-75

MBB has already taken the step which Seastar threatens, by planning the joint development and production of the MPC-75 advanced airliner with the People's Republic of China. In 1985 MBB and the Chinese Aero Technology Export/Import Corporation (Catic) signed a memorandum of understanding covering a feasibility study on a highly advanced airliner concept which was given the designation MPC-75. This study is to be concluded in December of this year.

MBB intends to retain design leader-ship, but is also conducting negotiations with other potential partners which could join the venture on a risk-sharing basis. The current feasibility study occupies six working committees, which are trying to establish viable solutions for financing, market research, marketing, product support, company organisation, and the technical aspects of the project itself. During the feasibility phase it is planned to establish legally a joint company. Latest reports talk of basing this firm in Hamburg.

The MPC-75 is planned as an 80-seater, tailored for short to medium ranges. It is, therefore, in the same class is the BAe 146

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Dornier's Do.328 will marry wing technology from the Do.228 with a new circular-section fuselag seating 30 passengers

and the Fokker F.28 (the latter no longer
in production). The projected aircraft
would belong to a new generation, based
on technologies now in the advanced
development phase.
MBB intends to equip the MPC-75 with General Electric GE38-B5 unducted fans of 9,4501b thrust, and an MoU has already been signed with the engine manufacturer.
The use of these engines is at the core of
the concept. Fully loaded, the aircraft
would have a range of 1,500 n.m. and
would need a take-off run of 5,200ft under
ISA, sea-level conditions. Cruising speed

MBB is attempting to spread the financial burden of the MPC-75 project by entering into a joint venture with China and other nations

would be around Mach 0-7 at 35,000ft. During the feasibility studies it has become clear that, to have a chance on the market, the MPC-75 must offer about the same seat-mile costs as the smallest model of the Fokker 100 family, and that the price cannot be higher than $14 million at today's value. It is estimated that a market for up to 1,000 aircraft of this type will exist by the end of the century.

To remain within the price limit some minor miracles will have to be performed, because it is planned to incorporate some very advanced aerodynamics, electronic subsystems, and constructional materials, as well as the unducted-fan propulsion system.
A transonic laminar-flow wing, variable camber, and sophisticated turbulence management are envisaged. Fly-by-wire or possibly even fly-by-light control systems are to be incorporated. Large aerodynamic surfaces, possibly complete wings and fuselage parts, will be of aluminium-lithium or composite construction. CAD/ CAM is to be employed on a large scale to lower construction costs.
The MoU was signed in Beijing in October 1985, and with the end of the feasibility study phase this December the pre-development phase will be launched. Full development begins in January 1990, and prototype manufacture is planned to begin in December 1993. The first flight is
scheduled for autumn of 1994. Certifica-
tion is expected by the end of 1995, with
full production start-up in 1996.
This planning has been developed by
MBB and Catic with much care, leaving
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