India in Partenavia production deal

A n Indian company has signed a deal with Partenavia of Italy to produce the P.68 and Viator general-purpose transport aircraft under licence at a site near Bangalore.

Taneja Aerospace and Aviation, a member of the Indian Seamless Group, plans to spend Rs270 million ($9.6 million) building a factory at Hosur. Production is expected to begin late in 1993.

In the deal, Taneja Aerospace will build five aircraft a year initially, building up to 24.

The Indian company is paying a one-time technical collaboration fee of Rs25 million to the Alenia subsidiary and a royalty payment of 4.3% per aircraft (ex-factory price). This would reduce to 3.2% after ten years.

The latest version of the P-68 is powered by the Textron Lycoming IO-360-AIB6 and is capable of carrying up to six passengers. The Viator can carry nine passengers, or be used as a general transport, and is powered by two Allison 250-B17C turboprops.

Taneja Aerospace has already invested in a project with the Indian National Aeronautical Laboratory to develop a two-seat trainer aircraft.

Production of Partenavia aircraft was to be switched to Piaggio this year, but the latter's financial problems now make the change-over uncertain.

Terzi Stiletto development complete

D evelopment of the Italian Terzi Aerodine T-9 Stiletto two-seat personal, training and club aircraft has been completed and the aircraft is set to enter production.

The T-9 first flew in December 1990, powered by a Limbach L 2000 DA engine, but the aircraft was subsequently re-engined with a Rotax 912A — first flying in this configuration in November, 1991.

Initially, the aircraft will be available in kit form, but Terzi Aerodine plans to produce complete aircraft at a later date.

Terzi sharpens Stiletto with new engine

The company says: “The vehicle demonstrated itself to be a good performer with good flight characteristics, and to be ready for production. In particular, the piloting of the aircraft proved to be easy and the stall-spin characteristics to be the best that can be expected for a vehicle of this type: hard to stall-spin and quick to recover, with the rudder being particularly effective.”

The T-9 has a span of 10.26m, an overall length of 6.85m and an empty weight of 380kg. Maximum take-off and landing weight is 650kg.

German airfield decision due soon

G erman general-aviation pilots are awaiting a final decision from the German supreme court in their battle to gain access to Munich Franz Josef Strauss airport or an alternative site in the region (Flight International, 27 May-2 June).

A recommendation from the court that general-aviation users be given access to Munich until August has been rejected by the Bavarian state. A final ruling from the court is expected shortly. This decision will be binding, according to Aircraft Owners and Pilots Association (AOPA) chairman, Deiter Pade.

The court recommended that light aircraft be given access to Franz Josef Strauss until August and that, in the interim, an alternative site be found in the region for aircraft under 2,000kg. The Bavarian state ministry did not agree with the outcome and has appealed.

According to the AOPA chairman, allowing light aircraft to use Munich in the interim would pose no risk either in terms of safety or, indeed, of capacity. Pade claims that, with regard to safety, his view is supported by the Federal Institute for Flight Safety.

If the court rejects the Bavarian appeal, then several options are open to provide long-term accommodation for general aviation in the region.

Pade says Neubiberg airfield, now closed, could be re-opened. A better option would be to provide access to Erding, Fuerstenfeldbruck and Manching.

Fuerstenfeldbruck is used by the German air force for its Dassault/Dornier Alpha Jets. These, however, are being withdrawn from service and the future of the base remains uncertain. Manching is a Deutsche Aerospace site.

Starship 2000A details

P erformance details of the newly certificated Beech Starship 2000A have been released, showing increased payload, range and fuel capacity.

The improved performance stems from a re-worked engine-exhaust design, lighter interior fittings and additional tankage in the wing.

The 2000A is equipped with a revamped six-passenger interior and increased space for baggage. Maximum take-off weight is up from 6,580kg, to 6,765kg while maximum payload rises by 220kg to 1,030kg.

A 92kg increase in fuel capacity stretches the 2000A's maximum range to 2,870km (1,550nm). Sea-level take-off field length is cut to 1,175m (3,900ft) at 6,760kg from 1,250m at 6,580kg.

Beech's 25th Starship is being equipped as a 2000A demonstrator. All aircraft from serial number 21 onwards will be in 2000A configuration.