



The ST50 all-composite turboprop will be manufactured in Israel

Cirrus flies first ST50 business prototype

GRAHAM WARWICK/ATLANTA

CIRRUS DESIGN flew its first prototype ST50 single-turboprop business aircraft on 7 December.

Duluth, Minnesota-based Cirrus is developing the ST50 under contract to Israiviation, which plans to manufacture the five-place all-composite aircraft in Israel.

The engineering prototype will be used to demonstrate aerodynamic performance and for development testing and limited certification testing before being delivered to Israel early in 1995. Israiviation is building two ST50 production prototypes for certification testing in 1995.

US and Israeli certification is expected in 1996, followed by first deliveries in late 1996. The \$1 million ST50 is being marketed directly and through a timeshare concept developed by sister company Euraviation. Cirrus will be responsible for sales in North and South America.

The ST 50 is powered by a 370kW (500shp) Pratt & Whitney Canada PT6A-135/7 driving a pusher propeller.

Arnav Systems is supplying the ICDS-2000 integrated avionics suite, which consists of four 200 x 150mm liquid-crystal displays, engine-monitoring and flight-management systems, and attitude/heading-reference and global-positioning systems. □

Glostar deliveries to start in 1995

STODDARD-HAMILTON is to begin shipping kits for its new Glostar light aircraft early in 1995, following a successful first flight on 29 November.

The Arlington, Washington-based company says that it has so far sold 185 Glostar kits, which cost less than \$20,000, excluding the engine.

The two-place Glostar resembles the Cessna 152, but, according to Stoddard-Hamilton, offers more cockpit and baggage space, increased gross weight and better performance, including shorter take-off run and faster climb. The Glostar is expected to cruise at

125kt (235km/h) when powered by a 95kW (125hp) Teledyne Continental IO-240.

The kit is designed for completion, by an experienced builder, in

about 500h. Some customers have announced their intention to display completed aircraft at the Oshkosh show in late July 1995, Stoddard-Hamilton says. □



Glostar resembles Cessna 152, but offers better performance

Upgraded PZL M-20 Mewa to be tested in six months

ANDRZEJ JEZIORSKI/WARSAW

POLISH AIRCRAFT manufacturer WSK PZL-Mielec is to begin test flights of an upgraded version of its M-20 Mewa light twin within six months.

The M-20-04 will offer a maximum take-off weight of 2,155kg, compared with the present standard of 2,072kg, and will have a reinforced structure and improved electrical system.

Mielec says that market research showed the requirement for a higher take-off-weight variant, as previous versions of the Piper Seneca-derived aircraft were unable to carry all available equipment options — such as an autopilot, optional avionics and air conditioning — along with the standard six passengers. With a structural weight increase of some

15kg, the M-20-04 offers 68kg of additional useable take-off weight and will be able to carry a full load of equipment and passengers.

The manufacturer adds that the fuselage and main spar have been strengthened, while the electrics have been changed, from a 14V to a 28V system. The M-20-03 and -04 are powered by Teledyne Continental engines.

Static structural testing has been finished, says Mielec, while 12,000h of fatigue testing are complete. The first prototype is to be flown by the end of May.

Only 20 aircraft have been produced since the early 1980s, mainly because the programme was held up by political turbulence. The type has received certification to US FAR Part 23 standards from Poland, the USA, Germany, Australia, and Lithuania. □

Jury throws out Bell 206 suit

A US JURY has rejected a \$60 million lawsuit alleging that the Bell 206 is defective because the helicopter is not fitted with wire-strike protection as standard.

The suit resulted from the death of wealthy San Francisco property developer Peter Stocker in May 1990, when his Model 206 hit wires. It was the first wirestrike case

against Bell to be tried to a verdict.

A San Francisco Superior Court jury voted on 6 December to accept Bell Helicopter Textron's argument that the decision to equip an aircraft with wire cutters is the responsibility of the owner/operator, not the maker. Wirestrike protection is available as an option on the Model 206, Bell says. □

NEWS IN BRIEF

■ PC-12 CRACKS JAPAN

Distributor ITC-Aerospace has delivered the first Pilatus PC-12 in the Asia-Pacific region. Katuhiko Takada, the proprietor of Japanese European car specialist Auto-Panther, is using the VIP-configured aircraft to replace a Piper PA-46 Malibu.

■ EXCLUSIVE TRAINING

Raytheon Aircraft has appointed FlightSafety International as its exclusive provider of pilot and maintenance training for Hawker 800 and 1000 business jets.