The all-composite StarKraft 700 eight-seater was introduced at the NBAA convention in 1995

The standard SJ30-1 is to be powered by two 8.5kW Williams-Rolls FJ44-1A turbofans, and typically seats five people. The definitive stretched -2 will feature a 1.05m stretch, increasing passenger seating to six. The 10.2kN FJ44-2C will power the larger model. Maximum altitude will be 49,000ft. The SJ30 will have a typical VFR range of 5,550km. Honeywell's Primus 1000 integrated avionics system has been selected for the SJ30-2.

The proof-of-concept SJ30 is to be modified to the stretched -2 configuration. The prototype will be joined by a second flight-test aircraft. Final assembly will be undertaken by Sino-Swearingen in Martinsburg, West Virginia. Certification of the -2 is due in 1998, with the first customer aircraft scheduled to be completed in September 1998. Price for the -2 is $3.5 million (first 75 aircraft).

Fort Scott, Kansas, USA.

Kansas-based StarKraft displayed its twin-engined push/pull piston, the Star Kraft 700 at the 1995 NBAA. The eight-seat proof-of-concept aircraft was powered by two 260kW Continental 500A engines. A stretched 11-seater, and a twin Orenda V8-powered version could also be developed. The all-composite SK 700 was first flown in February 1995. Star Kraft is seeking additional funding to develop and certificated the aircraft. Planned price is around $1.3 million.

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The Tupolev Tu-324, revealed at the 1995 Paris air show, is a proposed regional jet which will have business applications. Two versions are proposed, one designed for regional operations, and the other for business. Both versions will be powered by the Soyuz R-126-300 turbofan, rated at 39.2kN.

The range of the “Regional” version, with a full passenger load, is 2,500km, with an MTOW quoted as 24,652kg. The slightly shorter-fuselage “Business” version is configured as a 30-seat business jet, with an MTOW of 25,425kg, and a range of 7,890km. The Gorbunov production plant in Kazan has been selected to undertake final assembly of the Tu-324.

Tu-414 is the designation given to a proposed BMW R-R BR710-powered long-range business jet, first revealed by Tupolev at Asian Aerospace 1994. That aircraft, which would have a range of 10,500km with eight passengers, is similar in concept to the Global Express.

VOKBM- M-14P piston-airliners. The city of Ames is partly funding the development, with $2.5 million of capital. A further $5.5 million is to be raised through a syndicated offering. VisionAire has also held discussions with parties about the setting up of an assembly line in Israel.

Yakovlev is working on a large business-jet airliner, the Yak-77, which is intended to be powered by two 44.5kN Allison AE3010 turbofans. The manufacturer also envisages larger models (dubbed the Yak-177 and Yak-277) for the regional market, which would have capacity for up to 70 passengers.

Specification tables start on page 52