CELEBRATING

AIRNEWS 50 YEARS

EXCLUSIVE

Exclusive interview with Helicopter Assocition International president James Viola

JOIN US IN OUR JOURNEY "WE WERE THERE". WE ARE CELEBRATING 50 YEARS

AIRBUS HELICOPTERS BOUNCE BACK

A SPECIAL BREITLING AVIATOR WATCH SERIES IS LAUNCHED

WE WERE THERE!

The first in a series of reviews about the events during the past fifty years

00 | PHOTO CREDIT

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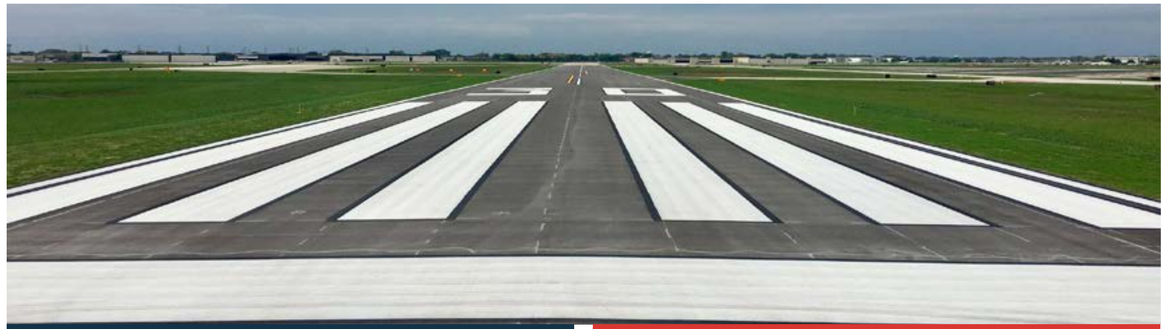
This A320 aircraft registration M-ABNR was an interesting visitor to Malta. It is registered in the Isle of Man and rumoured to be the second airframe destined for a new Libyan start-up Medsky. Apparently the start-up has partnered with Maltese operator Malta Med Air to fly it on their behalf. Photo credit - Mario Caruana / MAviO News.

00 | FUN FACTS

A321 Was the First Variant

Like with all of its families, Airbus has designed and manufactured several variants of the A321. The first variant was the A321. Also known as the stretched A320, it lives up to its namesake by featuring a longer design than the original A320. The A321's fuselage is nearly 23 feet longer than the original A320's fuselage, thus allowing it to accommodate more passengers.



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00 | OUR CREW

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INTERESTING FACTS

1. Over 1.5 litres of your body's water is lost each long-haul flight
It's scientifically proven that you lose around 4% of your bodily water when you fly for 10 or more hours! Women lose an average of 1.6 litres of water, and men 2 litres. This is a result of the cabin's lack of humidity (it's drier than the Sahara desert!) and oxygen-thin air. So remember to drink lots of water when flying!

2. The longest flight in the world takes 18 hours 38 minutes
With a large majority of people preferring to take direct flights, many airlines are competing to officially achieve the world's longest flight. Currently, the record-breaking flight is Singapore Airlines' route between Newark and Singapore. The 9,534 mile trip takes 18 hours and 38 minutes.

3. Flying changes your taste buds
The dry air and low pressure in an aircraft reduce your taste bud's sensitivity to sweet and salty foods by up to 30%. Your taste is affected at any height over 30,000 feet, which could explain why aeroplane food has a reputation for being so bland.

4. Why cabin crew dims the light when a plane is landing
When a plane lands at night, cabin crews will dim the interior lights. Why? In the unlikely event that the plane landing goes badly and passengers need to evacuate, their eyes will already be adjusted to the darkness. As pilot Chris Cooke explained to T+L: "Imagine being in an unfamiliar bright room filled with obstacles when someone turns off the lights and asks you to exit quickly." Similarly, flight attendants have passengers raise their window shades during landing, so they can see outside in an emergency and assess if one side of the plane is better for an evacuation.

5. Why planes leave trails in the sky
Those white lines that planes leave in the sky are simply trails of condensation, hence their technical name of "contrails." Plane engines release water vapor as part of the combustion process. When that hot water vapor is pumped out of the exhaust and hits the cooler air of the upper atmosphere, it creates those puffy white lines in the sky. It's basically the same reaction as when you see your breath when it's cold outside.

We were there

The first in a series of reviews of the happenings during the last fifty years

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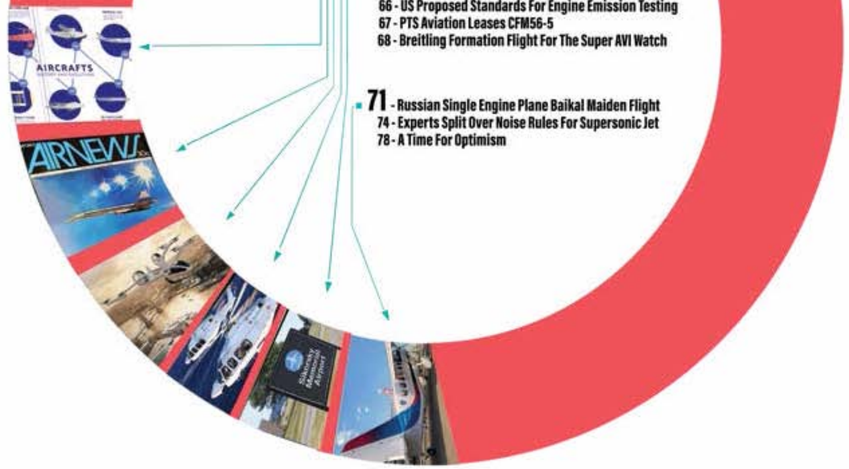

AIRCRAFTS
HISTORY AND EVOLUTION

1490 — DA VINCI'S MACHINE
Leonardo da Vinci drew his up plans for a flying machine that would keep a man in the air by the beating of its wings.

1783 — HOT AIR BALLOON
Two brothers demonstrated their invention, the hot air balloon, before a crowd of dignitaries in Annonay, France.

1849 — CAYLEY'S GLIDERS
The first non balloon man-carrying aircraft that were based on published scientific principles were Sir George Cayley's series of gliders.

1900 — LUFTSCHIFF ZEPPELIN LZ1
The Zeppelin airships had a framework composed of triangular lattice girders covered with fabric that contained separate gas cells.

1903 — THE WRIGHT FLYER
Was the first successful heavier-than-air powered aircraft. It was designed and built by the Wright brothers.

1914 — FOKKER DR.I TRIPLANE
Known as the Fokker Triplane, was a World War I fighter aircraft built by Fokker-Flugzeugwerke.It became famous as the aircraft in which Manfred von Richthofen gained his last 19 victories.

1939 — HEINKEL HE 178
The world's first aircraft to fly under turbojet power, and the first practical jet aircraft.

1940 — FOYNES FLYING BOATS
Transatlantic passenger flights were made during the World War II, operating in the Foynes-Lagos-Baltimore circuit.

1949 — DE HAVILLAND DH.106 COMET
The world's first commercial jet airliner, it offered (for the era) quiet and comfortable passenger cabins.

1968 — BOEING 747
Large wide-body airliner and cargo aircraft, initially powered by JT9D turbofans.

1969 — AÉROSPATIALE/BAC CONCORDE
Turbojet-powered supersonic passenger airliner, it is one of only two supersonic transports to have been operated commercially, the other is the Soviet-built Tupolev Tu-144.

1997 — MARTIN F-22 RAPTOR
Single-seat, twin-engine, all-weather stealth tactical fighter aircraft. Designed as an air superiority fighter, but also has ground attack, electronic warfare, and signal intelligence capabilities.

1994 — BOEING 777
It is the largest twinjet and has a typical 3-class capacity of 301 to 368 passengers. It has fly-by-wire controls, a first for Boeing.

2000 — THE AIRBUS A380
It is the world's largest passenger airliner. It has a typical seating capacity of 525, though it is certified for up to 853 passengers.

designed by vexels

AFRICA'S OLDEST AVIATION MAGAZINE

By Heidi Gibson

It's not very often that a magazine can claim *50 years* of existence. It is after all 2022 and Elon Musk is creating space tourism for those wealthy individuals. He wants to make this experience available to more than just astronauts.

Looking back, I wonder if the founders and creators of ***World Airnews,*** husband and wife team, Joan and Tom Chalmers had any idea that their baby magazine – started back in 1973 – would grow up and become the grandfather of Africa's aviation magazines. We don't call ourselves "Africa's oldest" aviation magazine for no reason. As I talk to Joan, I learn more and more about what they achieved, started and the impact this magazine has had on aviation in this country and beyond.

Tom, I am sure would have been a very proud man and sadly he is not with us here to enjoy but up there in the clouds I am sure he is smiling. I stepped into his BIG shoes more than three years ago now. So, I might not be able to fly an aircraft but I do know what makes a good story and I do know about magazines and newspapers having worked as a journalist for the Natal Witness, Mercury and Daily News including the Sunday Tribune. Of course, I love flying, am fascinated by the aircraft, how they work, the technicalities, the industry and the benefits aviation can make to the global economy and our lives.

Damm! I wish someone could have warned me that we were going to be in for some turbulent times. Soon after taking the reins or I should say controls – the Covid-19 crisis hit, aircraft were grounded and the world of aviation came to a dead stop. We tried to continue with our print version but with our advertising and sales revenue dwindling we turned to digital and I am happy to say that we have not looked back.

In January this year – ***World Airnews*** is available as a pdf download, a flipping book and as a multi-media experience. I love all the different digital offerings and the ability to track and measure performance of everything.

So, we are going to celebrate our 50 years in a number of different ways throughout the year – kicking off in March and ending in Feb 2023. At different times of the year – we will run special offers, have some giveaways and do as much as we can to ring the bell and celebrate 50 years.

Look out for some dedicated pages entitled '***We Were There***' that we are going to run this month and at different times this year we will look back to mark the milestones for ourselves as publishers but also as aviators. We hope that you will follow us as we take the opportunity to celebrate 50 years throughout 2022. Don't forget to look out for those pages.

Now looking let's move forward to more recent times. It would be remiss of me not to mention the return of the Boeing 737 Max 8 across Ethiopian skies (last month) – nearly three years after Flight 302 crashed in 2019 killing all. Strange but true – a final investigation report by the country's Civil Aviation Authority is yet to be released. This much needed report would tell the world what went wrong and what to put right. Nope its anyone's guess as to the reasons for withholding it. Instead, an interim accident investigation report has been issued and a press statement from Ethiopian Group CEO Tewolde GebreMariam stated "the airline has taken enough time to monitor the design modification work and the more than 20 months of rigorous recertification process and we have ensured that our pilots, engineers, aircraft technicians, and cabin crew are confident on the safety of the fleet."

With that there were photographs, cheering and cake. As one commentator so aptly put it – it was as if the airline was tone deaf to what was going on around it. You just have to ask yourself if your family member was on Flight 302 how would you feel? It might leave a bad taste in your month. You can read more in Christine Negroni's blog post: https://christinenegroni.com/ethiopian-airlines-boeing-share-a-tone-deaf-moment-cake-as-737-max-returns-to-flight/

MARCH 1973 - 1ST COPY EVER WORLD AIRNEWS

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THE FUTURE IS CLOSE

By Heidi Gibson

World Airnews editor Heidi Gibson got a rare chance to put some questions about the rotor wing sector to Helicopter Association International president James Viola before the Expo kicked off this month.

WAN: I have not seen a copy of Honeywell's Purchase outlook for 2022. Have you? If so, can you share with our readers a link to the document and provide us with your comment on how the North American market is predicted to fare?
JV: We have not seen the report, so my response is based on several sources. From my perspective, the North American market appears to continue its upwards trend, with each of the manufacturers continuing their recovery from the pandemic slump. No economic recovery happens overnight, particularly one that affects business on a global level. For the most part, our OEMs appear positive on the future. Airbus Helicopters had positive gains, promoting a 40% increase in orders in 2021 over 2020. CEO Bruno Even points to a stalled offshore market to explain the lower sales of super-medium and super-heavy aircraft, but the company recorded strong orders in legacy singles and light-twin helicopters. Airbus credits air medical sales for the boost in orders.
Leonardo publicly states that its market is not yet back to normal, identifying what it called a "pandemic plunge" in 2020. However, the company still saw growth in 2021 over the same period in 2020, and Leonardo executives are pleased that the civil helicopter market is reacting better than expected. They anticipate particularly strong recoveries in the VIP, air medicine, and civil utility markets.
Both Airbus and Leonardo disclosed that two or three additional years of growth could be required to reach their pre-pandemic production levels.
I was able to visit the Robinson Helicopter Company in December, accompanying FAA Administrator Steve Dickson. Robinson reports that in 2021 it sold an average of at least one helicopter each day, with more than 450 confirmed orders. The turbine-powered R66 was the top seller. These numbers are another indication that our industry is ready for take-off.
Company president Kurt Robinson and his team agree, saying they hope to increase production and deliveries in 2022.
Bell's production was mostly flat in 2021, recording deliveries that were only slightly higher than in 2020. Bell's parent company, Textron, believes 2022 will be good for its commercial helicopter sales but expressed concern that US military sales will drop.
Obviously, the negative news from the OEMs was Enstrom filing for bankruptcy and closing their doors. This was a company that flew and sold their aircraft for over 60 years, and I hope the rumours of a quick acquisition prove true.

WAN: Are there any other takeaways that the report highlights? What is your comment about the market this year and going forward?
JV: No additional comments without seeing the report.

WAN: Now I can see that HAI is full steam ahead planning for the Expo on March 7-10 – will this be the first in person event since the Covid pandemic hit? You must be excited to be able to do this. What health and safety protocols have you put in place in light of the Covid pandemic?
JV: While every country or every region is different, there have been other live events. HAI held our annual fire-fighting conference in Boise this past November, and it was a sell-out. Also In November, I visited the inaugural European Rotors helicopter show, where sold out events were another indication that interest in returning to "normal" levels of business was not limited to just one region or continent.
HAI also signed a collaborative agreement with the European Helicopter Association, where we can join efforts to promote our industry and promote safety.
That said, I can't wait to walk through the convention centre doors in Dallas. Everything I've heard and experienced indicates that our industry is really ready to get back to in-person business. That makes sense, because so much of our industry is built on relationships, which are developed and strengthened though face-to-face meetings. I know we all appreciated the flexibility of electronic meetings, but I also think people are ready to give up their computer screens for an in-person event.
It appears that the global spike in COVID cases over the holidays is dropping, but we want our attendees and exhibitors to feel safe. We're not requiring proof of vaccinations and we're not requiring masks. However, we will make masks available to everyone who wants them. The convention centre staff is going to be working to clean and disinfect touch points and meeting spaces. We're following the guidelines from the appropriate health agencies, and we'll re-assess our policies based on their recommendations.

WAN: World Airnews will celebrate 50 years as an aviation magazine – something not many others can claim. A large part of readership and stakeholders come from Africa. Do you have any insight to share on how this market is faring in the current year and what the reasons are for this?
JV: First, congratulations on this milestone! It took vision for your business to start publishing that many years ago, but vision without action is just daydreaming. I wish at least another 50 years of success!
I believe Africa holds huge potential for rotorcraft and Advance Air Mobility operations, but I think realistically it may take a few years to recover from the pandemic. One nice thing about rotorcraft is that they can assist with the pandemic recover, delivering aid supplies to remove areas with speed and efficiency. They can also support air ambulance operations, and airborne law enforcement work as necessary.
Africa also has amazing resources spread across vast areas, and rotorcraft can help to minimize infrastructure requirements. Advanced Air Mobility operations will also provide opportunities to reduce travel time in your larger cities, filling roles that helicopters currently conduct.

WAN: We turn our attention to the future as manufacturers continue in the quest for new technology that will make helicopters quieter, more fuel efficient and less impact on the environment. Can you comment on these efforts as we look to reduce our impact on the planet?
JV: HAI is proud to partner with a number of international aviation associations in calling for more use of sustainable aviation fuels (SAF) in our industry. We hosted a two-part webinar on SAF last September, where we talked with industry experts, fuel suppliers, and the manufacturers about the use of this fuel, and when it will be available. Quite honestly, I think many companies are willing to use it, and we just need to wait for it to be more available.
I'm also excited to see the work our manufacturers are doing for AAM operations. The airframe manufacturers are developing the aircraft of tomorrow at the same time they're building the helicopters that are conducting these futuristic missions today.
The engine OEMs are working to develop powerplants for these aircraft, and there's a variety of companies that are looking at alternative fuel sources, from batteries to hydrogen. It seems like the technology is advancing so fast right now, with brilliant people collaborating on systems to support new rotorcraft operations around the world. We've still got a way to go on infrastructure and airframe certification, but we're getting much closer to the visions of sci-fi cartoons and movies.

WAN: Has HAI made any effort towards encouraging and or educating stakeholders in the need for sustainability and the reduction of emissions?
JV: Check my answer above.

WAN: Of course, with all the innovation comes the need to balance this with the safety aspect. What is HAI's position with regards to safety especially in the UAM sector?
JV: One of the key concepts that we support is the use of Safety Management Systems (SMS) for AAM operations. SMS has proven to reduce accidents in air carrier operations and is a sound program for any aviation business. That's a primary reason that we partnered with three reputable firms to offer SMS programs to our members. There's really no reason businesses conducting AAM operations shouldn't want to include an SMS program, particularly those that will carry passengers.

Photo by Marc Weiland on Unsplash

Another issue is the safe integration between helicopters and AAM aircraft. Most AAM missions will operate in the same airspace routinely used by helicopters now, so there is a significant need for detect-and-avoid technology. Helicopter pilots are used to using instruments, radios, and their eyes to avoid other aircraft, and remotely-piloted aircraft or completely autonomous aircraft must have the capacity to detect aircraft operating around them. This will be vital in larger urban areas where we expect more traffic. That brings up Air Traffic Control programs around the world, and how they will manage the projected increases in aircraft operating in the lower congested airspaces. We know this concern is being addressed, along with many of the other infrastructure issues related to AAM operations. There are still many steps to go before anyone can safely fly AAM missions. The two largest obstacles are airframe certification and infrastructure. There are so many companies designing and testing airframes all over the world that I expect it won't be long before governments start to certify flight-worthy aircraft. Since infrastructure is largely dependent on the airframes it will support, that segment of the industry won't be too far behind. For instance, does an AAM vertiport offer traditional fuel, battery charging, battery-swapping, or some other fuel system all together? Size of the airframes and passenger access will also play significant roles in the development and locations of vertiports.
HAI is working to support all stages of AAM, since we feel that helicopters have been conducting many of these same missions for decades. One example of or instance, we're holding an event at HAI HELI-EXPO where some of the top people in the AAM industry will gather to discuss an infrastructure proposal from the FAA here in the US. We also expect many of our HELI-EXPO exhibitors will display new or conceptual AAM technologies in their booths.

WAN: I have read that plans are afoot to introduce an EVOTL aircraft to the 2024 Olympic Paralympic Games (Airbus) – are we (the world) that close to this type of aircraft being introduced as a means of transport?
JV: We're so close on so many aspects of EVTOL passenger flight that it wouldn't surprise me to see Airbus conducting demonstration flights there in Paris. Again, the certification process and infrastructure still need to be addressed. But there could soon be something of an avalanche of certifications for both because we are so close in so many areas. Once one company achieves certification, others are bound to follow.

BELL 505 GLOBAL FLEET ACHIEVES 100,000 FLIGHT HOURS

The world's light single aircraft the Bell 505 has achieved 100,000 global fleet hours. Since the first Bell 505 customer delivery in 2017, Bell has completed more than 360 Bell 505 global deliveries, enabling hundreds of successful missions.
"Since its entry into service, the Bell 505 continues to impress global operators for its unparalleled performance and capabilities," said Lane Evans, director Bell 505 sales and support.
"This significant achievement further demonstrates our customers' admiration for the platform and its versatility as it enhances private, utility, training and public safety flights."
The Bell 505 combines the latest avionics and engine control technology with a large open cabin that provides panoramic views for all passengers.
A fully integrated Garmin G1000H NXi avionics suite and dual channel FADEC controlled Safran Arrius 2R engine provide pilots of all skill level with maximized situational awareness and workload reduction to fly successfully in a multitude of scenarios. Combined with its cabin versatility and impressive performance, the 505 is relied on for missions ranging from private owners to public safety and training entities around the globe.
Arriel & Arrius programme vice president at Safran Helicopter Engines Fabrice Condamine said, "We are very proud to see the Bell 505 with our Arrius 2R engine now widely established in the light helicopter landscape. Delivering a best-in-class engine solution, on time, continues to be a top priority for us. We are delighted with the progress of our relationship with Bell."
Recently, the Bell 505 team celebrated the 60th European delivery to Montenegro Air Force, the first Bell 505NXi sale to Slovakia and delivery to the Indonesia Navy.
With worldwide operators from Mexico to Poland and Czech Republic to New Zealand, the aircraft operates in 59 countries.

THE RETURN OF THE CESSNA TURBO SKYLANE

THE RETURN OF THE CESSNA TURBO SKYLANE

The return of the Cessna Turbo Skylane T182T to its legendary piston product line-up, updated with the latest avionics suite and interiors has been announced by manufacturer Textron Aviation.

The Turbo Skylane's turbocharged engine delivers exceptional power, generating optimal climb rates and faster cruise speeds, as well as enhanced utility for operations from high-altitude airfields.

"The turbocharger adds another level of performance to an already exceptional aircraft," said Ron Draper, president and CEO Textron Aviation.

"This model represents our commitment to offering new and innovative solutions to our piston owners and operators, and we're pleased to bring expanded capabilities to this segment of the market. Now with all of the latest attributes, the Turbo Skylane truly is better than ever."

The single-engine Turbo Skylane features the latest Garmin G1000 NXi avionics suite, a heated propeller, and an in-cabin oxygen system. It is powered by the Lycoming TIO-540 engine and is equipped with a Hartzell Engine Technologies (HET) turbocharger, providing the aircraft with 235 horsepower at up to 20,000 feet.

The additional power is especially beneficial for pilots flying over mountainous regions or for cruising at higher altitudes. Originally introduced in 2001, production of the Turbo Skylane T182T was paused in 2013 while the company focused on the addition of a wide range of product developments.

The Cessna Skylane, with its normally aspirated Lycoming engine, has been in production since 1956 with more than 23,000 delivered.

"The Skylane has been a great airplane for more than six decades, and especially popular with first-time owners," said Lannie O'Bannion, senior vice president sales and flight operations.

"Through our conversations with customers, many shared a desire for additional power for their unique missions. The Turbo Skylane is a perfect solution. The turbocharger is easy to operate, and the combination of a proven Lycoming engine, a heated McCauley propeller and an in-cabin oxygen system, will make this aircraft a leader in the high-performance, single-engine segment."

AIRNEWS

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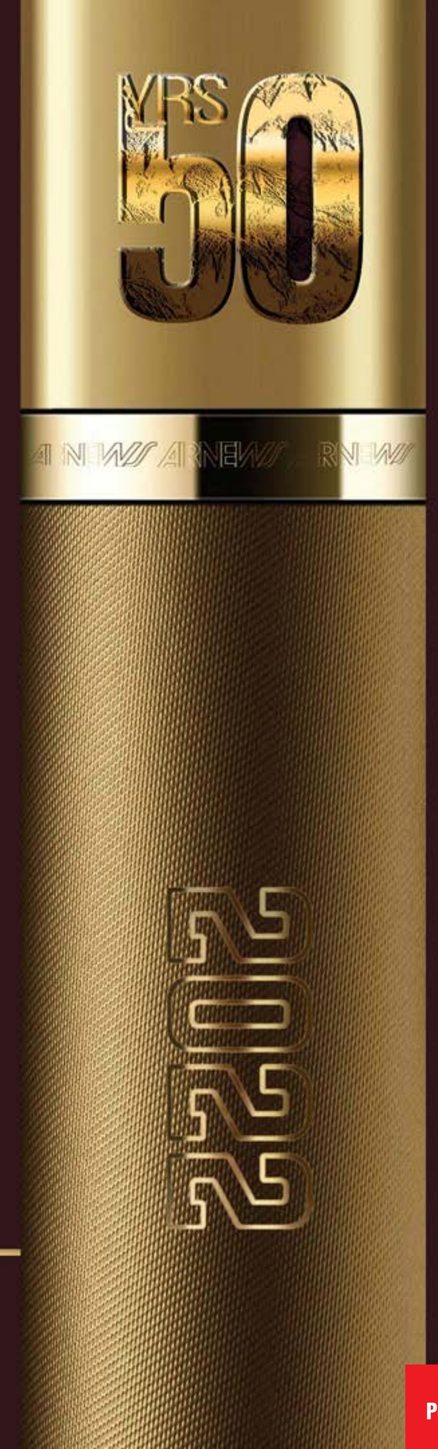

WE WERE THERE

By Joan Chalmers and Heidi Gibson

At many occasions from the start, ***World Airnews*** was there when international, national and local aviation firsts occurred – hence the headline for this very special article. This edition marks exactly 50 years since the very first magazine was printed and we plan to celebrate this milestone in magazine history in many different ways throughout the year. Keep your eyes peeled. There are too many events, launches, test flights, new model types, historical references and innovations to record in the limited space. Instead, what we have set out to capture are some of the firsts from a magazine point of view and from an aviation point of view. We reserve the right to be selective and opinionated in this case.

This first 50 years looks at the years 1973 to the end of the 1980s. We hope you enjoy this journey with us as we take you (our readers) back in time.

THE WORLDS 1ST *WORLD AIRNEWS* MARCH - 1973

The early fortunes of the magazine were linked in a strange way with the on-off-on development of the Anglo- French Concorde. In fact, the first ever World Airnews magazine had a Concorde on the cover with a feature about the hot and high trials held in Johannesburg.

Tom and his team of writers were convinced that the Concorde was going to be a winner and so went ahead and formally approached the then British Overseas Airways Corporation or BOAC – now British Airways – senior executives for their opinion. While printing this version, the British government released a statement that was contradictory. There was nothing anyone would do. When the magazine hit the streets a few days later our version was taken to the House of Commons and referred to many times.

"We will never know whether it swayed the issue for the Concorde to proceed but we would like to think that it did", Tom wrote later on.

This set the tone and the magazine was off to a flying start. Set against turbulent 1970s political unrest in the Middle East and rising fuel prices an atmosphere of doom and gloom pervaded the aviation world. Tom was of an opposite opinion instead all the time predicting a boom in the general aviation sector.

It's important to note that right from the start, the magazine adhered to a strict non-political editorial policy. "Its aim is not only to cover world events but also to promote aviation in all its facets throughout Africa. As a result, the journal was accepted as 'required' reading in 50 countries on the continent and in many adjoining Middle East states.

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THE THIRD EDITION OF *WORLD AIRNEWS* – MAY 1973

In the May edition we marked the end of the classic figure five formation of the Harvard aircraft – a symbol of the 5 Squadron SSAF over Durban. The flypast over the Eastern city of South Africa, marked the end of era for the Harvards in Durban which had lasted since World War II. Immediately after this talks were already underway for the impressive new Impala jets to take over the skies.

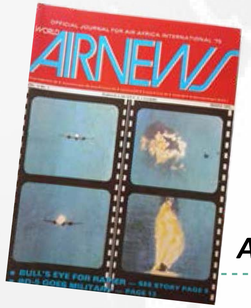
The second quirky article to feature in the May 1973 edition was the opening of the Margate Airport by then Lt Gen Jim Verster SM, a million-rand venture which would be home to many fly aways and shows. This month also marked the beginnings of a 'new' sport – hang gliding!

Skip a few months and the October mag featured Tom Chalmers experience in the Impala. Taken up by Major Bob King OC of 5 Squadron SAAF he described the experience in the words of British pilot John Gillespie McGee as having "danced the skies on laughter sil'ved wing" and recorded how he envied the pilot behind the controls.

"All the experience I have had during 7 000 hours of airborne time faded into insignificance as I felt this trim South African built fighter trainer respond easily to our every whim. I heard Bob chuckle over the intercom, "She is a very forgiving bird. Even a ham-fisted sprog pilot is safe in the Impala – watch this!'

There were many other test flights to come – too many to recall. But 1973 also saw the launch of the Cessna Pilot Centre tailored to meet South African requirements and by late 1975 was ranked largest in the world outside the United States.

Our September 1973 edition captured the dramatic rescue at sea when a 12, 000-ton freighter called the Neptune Sapphire broke in half – 105 nautical miles off the former Transkei coast. Puma helicopters from No 19 Squadron SAAF under the command of Major James Sclanders swung into action and staged the air rescue. World Airnews was there to



THE LAUNCH OF AIR AFRICA INTERNATIONAL *WORLD AIRNEWS* – 1975

Jump a few years on and the October 1975 edition World Airnews marked the launch of Air Africa International - the first international truly African Air Show that went on to what we know today as AAD or the African Aerospace and Defence show held in Gauteng.

Tom wrote about the whole process. "Eighteen months ago, it was just a dream, but this month that dream has come true with the official opening of this continent's first international aviation trade at Lanseria Airport near Johannesburg."

"Not only is AAI the first aviation trade exhibition in Africa, it is also the industry's largest show of any type to be held on the continent and concrete proof of the value placed on this market by aircraft manufacturers throughout the world".

"There were many who said we World Airnews and exhibition organisers Messrs, Odette Young Promotions were not only crazy to attempt such an undertaking but that we were wasting our time". Tom recorded the opposition and scepticism the magazine faced when the idea was first mooted. Needless to say, the show was a great success with participation from America, Canada, Britain, France and Europe. Order books were full and with big names such as Bob Hoover, Tom Poberezny, Mile Norgan, "BJ" Schram and others taking part in the flying displays.

"We not only think, but we know, that there is a great future for aviation on this continent. This is why we launched AAI. World Airnews is indeed fortunate to have been successful in soliciting the aid of Barry Lambert and Keith Lucey, directors of Odette Young promotions who believed in AAI as we did and who did a sterling job in its organization.

THE BUMPER YEARS

WORLD AIR-NEWS – 1976

1976s and beyond – THE BUMPER YEARS

In February for avionics lovers, we ran an avionics feature written by Alan Bramson in which he posed some very important questions at the time such as with ADF if VOR is so much "Why bother simpler to use?" and featured some 'new' systems such as the MGC-30, the Bendix RDR-150 weathervision and the King KR 86 ADF. It might be nice to look back at what was then.

In February we also featured the Hawker Siddeley Harrier 'JumpJet' and ran a feature on German woman test pilot who flew the suicide V-1s during World War 11 - Hanna Reitsch. She was one of the few people who advocated the formation of a suicide squadron that would have made the Japanese kamikaze attack pilots tame by comparison. She was one of the first female pilots to sign up.

The April edition featured a story at the history of the Italian company – Piaggio that started as a sawmill company that survived two world wars. We are still in contact with Piaggio today!

In July we marked the first international Southern Sun hot air balloon race in which 14 of the world's top balloonists took part. Ultimately the title went to Simon Faithful a Dutch balloon champion.

And in May we had a 'bumper' military edition with 80 pages and another one in November 1976 when we went to 72 pages and called it our bumper issue.

At the end of the following year - 1977 Tom Chalmers Enterprises made a successful bid to purchase its competitor Wings Over Africa and this title was brought under the TCE stable. At the same time TCE also launched a second aviation newspaper called Sport Aviation that was eventually incorporated into Wings Over Africa.

At the time World Airnews had offices in key centres in Africa, such as Nairobi, Lusaka, Salisbury and in Durban. We had representatives in 30 different countries on the African continent as well as North and South America, Europe and Australia.

The years passed and 1979 was characterised by rising fuel prices, there was political unrest in Iran and this in turn had an effect on general aviation on the continent. Tom lamented the situation in many of his Flarepath columns of this and other years stating that "When the first fuel crunch came the pessimist forecast the end of general aviation. Instead, there was an immediate 30 percent swing from road to air as commerce and industry realised the value of flying".

In his April 1979 column he alluded to two classic examples when Zambia banned all non-scheduled flights because of Rhodesian air strikes into the country. He asked How this ban is likely to stop these strikes no one can explain – instead a very viable and vital industry is rapidly being killed.

Kenya cut back on all fuel supplies to charter companies and prohibited supplies to private and corporate aircraft. She faces a crisis because all her avgas imports are from Iran. A little forethought and arrangements some time ago for alternative supplies would have prevented the crisis.

Our correspondent Bryan Orchard wrote a great report about this and the effect at Wilson Airport. Later on, in the year the African Airlines Association met and adopted a joint fuel purchasing operation – in which the national carrier in each country should negotiate and secure all the fuel needed for itself and other member airlines.

Meanwhile on the other side of the world World Airnews noted that work had begun on Boeing's new (US) $7,65 million international flight training centre in the south part of Seattle.

WORLD AIR-NEWS – 1980

First off, the year began with the successful launch and landing of the Columbia space shuttle from Cape Canavarel to the Mojave Desert in California coupled with Boeing's go ahead for their new fuel-efficient and less noisy 737-300.

In 1981 a trip to EAA Oshkosh, in association with World Airnews, Wings Over Africa, UTA French Airlines, Air France and other IATA carriers from 17 July – 9 August, would have set you back a whooping R2 275,00. Tom was of course the tour director.

In February Tom compiled a buyer's guide looking at a single-engine piston and turbine powered aircraft, multi engine piston, multi engine propjet, jet aircraft and piston and turbine helicopters. An extensive list that focused on the power rating, cruising speed, the still air range, load, service ceiling and the number of seats available. He linked this up to constantly climbing price of fuel and the swing in higher sales of turbo prop machines.

May 1981 World Airnews and a special champagne brunch was held at Tom and Joan's home in Stirling Crescent, Durban North

The year marked the first solar-powered aircraft to fly across the English Channel and the first solo transatlantic balloon flight.

The then South African Airways celebrated its 50-year golden jubilee having gained an international reputation as one of the safest and most efficient airlines in the world. World Airnews carried an eight-page tribute looking back at its history and milestones.

In April Tom was in Toulouse at the launch of the A320 project describing the aircraft as "tomorrow's aircraft today". In the making for a number of years the multi -national consortium said the time was right to meet the growing demand for a single aisle aircraft in the short range – 150 seat capacity.

In June he wrote a flight report about the Citation 111 during its tour of Africa.

"Chop back the power on either of the tail mounted Garrett Airsearch TFE731- 3B-100S engines and the yaw is so slight that there is no need even to put your feet back on the pedals. A slight trim adjustment and away you go. Whatever happened to the old "dead leg, dead engine" check, wrote Tom.

Moving on to January 1986 and the discovery of a Kitty Hawk in a Natal swamp that had crashed more than 32 years ago had everyone celebrating. More news was created when an Austrian aircraft manufacturer concluded negotiations with the then Ciskei government to produce two models of unique Austrian designed aircraft. These were to be an observation aircraft the HB-23 Scanliner and a two seat training aircraft called the Hobbyliner.

In March Aviation Africa was held at Rand Airport and one of southern Africa's best known aviation companies - Field Aviation celebrated its 50th year at Rand Airport. In its heyday the company was one of the largest private maintenance organisations with approvals on the Fokker F.27, Viscount and HS748.

1987 marked the 10-year celebration of Transkei Airways with Maurice Pike at the helm and in November the crash of the Heidelberg crash of flight SA 295 near Mauritius.

Our January 1988 carried an in-depth look at the causes of the crash and subsequent rumours about the causes one of which was that the Boeing 747 had run out of fuel. Then it was announced that the captain reported smoke in the cockpit and speculation became rife that a bomb had been planted on board. Still today questions remained unanswered in what has been described as the worst disaster in South Africa's civil aviation history.

On to 1989 and the re-opening of the new 43 Air School down in Port Alfred built on the ruins of the World War 11 RAF/SAAF 43 Air School 1 was cause for celebration. 43 Air School is still operating today. Owned by Jim and Penny Davis – Jim began his flying career with a well-known doyen of post war pioneer pilots Piet van der Woude, founder of the Pretoria Light Aircraft company of Placo.

African air power came under the spotlight, in a September 1989 report written by Alan Gordon where he focused on the 'influx' of Russian built or designed aircraft attack fixed wing. It is an interesting read with lots of detail.

The year ended on a high note, following a glut of experienced pilots in the mid-1980s when the economy in the country and beyond was suffering. "With the pendulum beginning to swing the other way, 1989 will be recorded as one of the best ever by aircraft manufacturers. In fact, with orders coming in fast and furious anything under 30 did not even warrant a paragraph," wrote Tom in his flarepath column!

He noted that things were looking up for African aviation as airlines became more cost-efficient and many had joined forces to provide inter-continental services while retaining individual domestic and regional routes. In the general aviation sector things were also looking up as many new models were unveiled at the annual National Business Aircraft Association (NBAA) convention in the US.

This completes our first part look at the magazine. Keep your eyes peeled for the second instalment due to come out in May.

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AIR-TEC GLOBAL

BARS BASIC AVIATION RISK STANDARD GOLD FLIGHT SAFETY FOUNDATION

Photo by Patrick Tomasso on Unsplash

AIRBUS HELICOPTERS BOUNCE BACK

Last year Airbus Helicopters logged 419 gross orders - showing solid signs of recovery from the 2020 market situation which was heavily impacted by the economic consequences of the COVID-19 pandemic.

In 2020 there were only 289 gross orders.

The increase in orders for light helicopters, H125 and H130, reflects the recovery of the civil and para-public market and the company saw strong momentum from its home countries, with France ordering 40 H160s (civil and military versions), eight H225Ms, and two H145s.

In Europe Spain ordered 36 H135s and Germany procuring eight H145s for the Bavarian police force. Deliveries increased from 300 in 2020 to 338 in 2021, contributing to Airbus Helicopters' preliminary 52 % share of the civil and para-public market. This confirmed its position as market leader.

In number of aircraft units, Airbus Helicopters recorded a net book to bill ratio above one.

"2021 was a year of major commitments for Airbus Helicopters. We committed to developing new products and services that fulfil our customers' requirements such as launching the development of an innovative H160M for the French armed forces' joint light helicopter programme and creating the new service package H-Care Classics for customers that operate our legacy helicopters. We also delivered the first ever H160 to Japanese operator All Nippon Helicopter. It is our duty to innovate and to pioneer sustainable aerospace and to that end we have begun implementing the use of sustainable aviation fuel and pursued our urban air mobility journey with the unveiling of CityAirbus NextGen," said Bruno Even, Airbus Helicopters CEO.

"I'm proud of our teams that have worked hard to deliver all of these achievements. Their commitment to our Airbus values of teamwork, reliability, and integrity will enable us to continue working on securing the supply chain and to deliver on our continuous improvements to ease the operations of our customers. I especially value the trust that our customers place in our people, our products, and our services to help them perform their essential missions every day."

The Company ramped up its five-bladed H145 deliveries in 2021 as well as delivered the first five-bladed H145 retrofit to DRF Luftrettung, a German helicopter emergency medical services operator, at the end of May.

Other key deliveries included the first H225M for Singapore in March as well as the first H225M in a naval combat configuration for Brazilian Navy and the first NH90 TTH for Qatar which was delivered ahead of schedule.

In North America, the US Army took delivery of the first UH-72B from the Airbus Helicopters factory in Columbus, Mississippi and the Lakota fleet reached the major milestone of one million flight hours.

Order highlights for 2021 consist of 93 H145s and 52 H160s including the first batch of H160Ms for the French armed forces as well as 10 H160s for the Gendarmerie Nationale - the first law enforcement customer for the model.

Airbus Helicopters also expanded its partnership with The Helicopter Company in Saudi Arabia, which added 20 H145s and 6 ACH160s to their growing fleet of Airbus helicopters. The H225 kicked off to a good start with its long-standing customer, the Japan Coast Guard, ordering an additional two helicopters to its fleet in March.

Airbus Helicopters' suite of HCare offerings continue to convince customers of their value add with new and returning customers such as Air Methods who signed an additional contract in February to cover 80 EC135s.

The Company expanded its range in 2021 with HCare Classics, a custom-made set of services for its legacy fleet of approximately 2,000 in-service H120, Dauphin, Puma and Gazelle helicopters.

HDataPower is an example of Airbus Helicopters' ongoing commitment to digitalisation and harnessing the benefits (time savings, higher fleet availability, optimised costs) that it can proffer to customers with Helionix-equipped aircraft by leveraging data generated by helicopter systems.

H160 MILITARY VERSION

2021 was an essential and exciting year for innovation and product improvement at Airbus Helicopters. The H125 performance increase received both its EASA and FAA certification enabling operators to take full advantage of the 10% power increase provided by the Arriel 2D engines.

The Company also added the H175M to its military product portfolio. The VSR700, Airbus' unmanned aerial system, began its flight envelope expansion ahead of sea trials later this year.

2021 was especially instrumental to the Company's decarbonisation roadmap. The helicopter Flightlab started flight testing new technologies, including the engine back-up system which not only aims to deliver safety improvements but is also a fundamental first step on the road to hybridisation.

Airbus Helicopters also launched a SAF User Group dedicated to the rotary-wing community in an effort to accelerate the deployment of biofuels, began using sustainable aviation fuel for its training and flight tests at it main sites in France and Germany and ended the year by flying an H225 with one engine powered by 100% SAF.

A key highlight came in September 2021 at the Airbus Summit when Airbus Helicopters unveiled CityAirbus NextGen, its new prototype designed to deliver zero emissions flight in urban environments. The fully electric vehicle for the Urban Air Mobility market is just one of the reasons Airbus Helicopters is looking to recruit 500 people in 2022.

Airbus – CityAirbus Nex Gen with A350 XWB

SINGAPORE AIRSHOW AIRLINES KEEP CARGO FRONT OF MIND

SINGAPORE AIRSHOW

AIRLINES KEEP CARGO FRONT OF MIND

In an atmosphere of optimism, the Singapore Air show held last month at the Changi Exhibition Centre took place on the back of the emergence of the Omicron variant and provided a platform for leading aerospace and defence companies to come together.

Held every two years, this year's airshow - albeit a much slimmed down and smaller version - drew some 13, 000 trade visitors.

These figures compared with 30 000 in 2020 that took place during the start of the outbreak. Benchmarked against a whooping 54 000 in 2018 – it's a sign of the times.

Yet, despite the lower numbers executives at the show described 2022 as a year of transition in terms of air travel, a turning point before the industry accelerates into 2023 and beyond.

So, the decision by Singapore Airlines to convert a letter of commitment for seven Airbus A350F freighters into a firm order reflected a shift in what is to come. It's clear - cargo and freighters are going to be a much bigger deal than ever before.

Australian carrier Qantas also signed an agreement with Airbus for a series of modifications and upgrades to its Airbus A321 passenger-to-freighter aircraft and held discussion with the manufacturer firming up its order for the ultra-long haul A350-1000s.

From Boeing side, vice president of commercial marketing Darren Hulst gave his take on the Asia Pacific market and its recovery predictions. The aerospace giant said it expected the Asia-Pacific market to become the fifth-largest in terms of traffic flow by 2040.

While the region in the nearer term will likely see its recovery experience face stronger "headwinds" than other regions because of factors such as the continued Covid restrictions on international connections in Hong Kong and China.

Speaking at a briefing during the Singapore Airshow, Hulst predicted that the airline industry would fully recover from the Covid pandemic by either the end of 2023 or in 2024, with some regions reaching 2019 traffic levels sooner than others. Asia is not expected to be one of these.

One of the highlights of the show was the Asian debut of the magnificent 777X against the backdrop of Boeing and the FAA still trying to figure out its type inspection authorisation.

Vietnam's Bamboo Airways "expressed interest" in a possible order of the type as the airline eyes expanding its long-haul international network to 40 destinations by year-end.

Some other highlights included the announcement, Cebu Pacific would take delivery of three more Airbus A330neos this year - taking its current fleet to five examples - with the remaining 11 jets to follow over the next four years.

On the business aviation side only a handful of aircraft were on display but those that did were addressing the region's need for such a way of flying.

From a sustainability point of view Airbus announced plans to launch research effort into climate-neutral aviation in Singapore with plans for hydrogen hub, Israeli based defence systems company Elbit Systems unveiled it hybrid-electric Skylark 3- a new version of a long-endurance small unmanned aircraft system that can operate silently over a target area.

Embraer's UAM Eve discussed progress on the development of its four-passenger eVTOL aircraft and reported that ground testing of a full-scale proof-of-concept prototype could be ready to start flying in a few months.

Meanwhile, Australian companies Microflight, Aviair, and HeliSpirit signed agreements that could lead to 90 more sales of the all-electric aircraft while Embraer, Rolls-Royce and Wideroe launched a zero-emission aircraft concept study.

Top of page- 1 Red 6 demos: photo credit Matt Driskill

3. (Airbus) Singapore Airlines (SIA) has finalised a purchase agreement with Airbus for seven A350F freighter aircraft. The order was signed at the Singapore Airshow by Goh Choong Phong, Chief executive officer of Singapore Airlines and Singapore Airlines Cargo and Christian Scherer, Airbus Chief Commercial Officer and Head of International.

The 12-month study involves producing a conceptual zero-emission regional aircraft that would assist in understanding the propulsion and operational options for such types.

ORDERS

Latvia-based SmartLynx Airlines ordered from Elbe Flugzeugwerke (EFW) six A321 passenger-to-freighter conversions, the Airbus/ST Engineering joint venture announced at the Singapore Airshow. The order is significant for Singapore because ST Engineering will carry out the work in Singapore and China this year and next.

"We are delighted to work with EFW towards our goal of becoming the largest operator of A321 cargo freighters, as we are convinced that this type of aircraft will become the top choice for customers globally," said Zygimantas Surintas, SmartLynx Airlines CEO.

Like its smaller A320P2F sibling, the A321P2F offers containerised loading on both main and lower decks, with an ability to accommodate up to 24 containers. Optimised weight distribution enables random loading, which carries particular value to express carriers.

EFW and ST Engineering established two new sites for A321P2F conversions last year, one in the US and one in China. This year a new site in China is due to open for A330P2F widebody conversions. EFW expects to offer around 60 conversion slots across its sites annually by 2024.

And lastly there were some new defence models on show including the KF21 at the Korean Aerospace Industries stand, the Aksungur from Turkey, the Orbiter 4 from the Aeronautics Group, a marine attack helicopter – KAI and the Z-10ME from Avic – the Aviation Industry Corporation of China ese.

FIRST A320P2F TO ENTER SERVICE WITH AFRICAN CARGO CARRIER ASTRAL AVIATION

By Alfred Chua

Nairobi-based cargo operator Astral Aviation will be the launch operator of the Airbus A320 passenger-to-freighter aircraft, taking its first example in the second quarter of the year.

The A320P2F will be Astral's first Airbus freighter - the operator has a fleet of Boeing cargo aircraft, including 747s, 767s and 727s.

The African carrier will sub-lease two examples from Middle Eastern lessor Vaayu Group, which on 14 February firmed up plans to lease five A320P2Fs from ST Engineering.

ST Engineering, which is working on the conversion programme with Airbus joint venture EFW, will place the first converted freighter on lease in the second quarter, and adds that the remaining four aircraft will be converted and leased "progressively".

Last November, Vaayu announced its intentions to lease A320P2Fs from ST Engineering's leasing unit ST Engineering Aerospace Resources.

The A320P2F is EFW's second narrowbody freighter conversion programme, after the A321P2F, which entered service with launch customer Qantas in 2020.

The German company also performs passenger-to-freighter conversion work on other Airbus types, including the A330-200 and -300.

ST Engineering head of aviation asset management Yip Heng Meng said, "As an aviation asset solution provider that is backed by other integrated lifecycle capabilities including freighter conversion and MRO, we are able to provide comprehensive solutions not offered by other service providers, and help operators gain a competitive edge."

Astral chief Sanjeev Gadhia has hinted that the airline could consider "future freighter acquisitions" of Airbus aircraft, including the A330s and A350s.

The first aircraft bound for Astral took off on its maiden test flight on 8 December. According to Cirium fleets data, the A320 last operated with Indian low-cost carrier IndiGo for two years, between 2018 and October 2020. It was first delivered to LATAM Airlines Brazil in 2006 and operated with the airline for 11 years.

FIRST PRODUCTION CESSNA SKYCOURIER

It is done - rollout of the first production unit of the twin-engine, large-utility turboprop, the Cessna SkyCourier, at the company's manufacturing facility in Wichita.

The new, clean-sheet design has allowed for the incorporation of the latest state-of-the-art assembly and fabrication processes and techniques into the manufacturing of the aircraft.

"It is rewarding for our employees who have worked to design and build what I believe will become a legendary airplane for our company," said Ron Draper, president and CEO Textron Aviation.

"The SkyCourier brings an impressive combination of cabin flexibility, payload capability, performance and low operating costs to the twin engine utility segment. We look forward to this highly versatile aircraft entering the market very soon."

From the SkyCourier's inception, launch customer FedEx Express and other members of Textron Aviation's Customer Advisory Board were instrumental in shaping the aircraft's design, from manufacturing methods and materials, to product features and serviceability.

Production of the SkyCourier incorporates many of the latest advancements in aircraft manufacturing, including the use of monolithic machining throughout the airframe.

With this technique, major assemblies are milled from a single piece of metal rather than assembled from smaller pieces, reducing the overall number of parts and resulting in a more precise tolerances for easier assembly.

Designed with serviceability at the forefront, the SkyCourier features quick access points throughout the aircraft for inspection and repairs. The team also developed innovative patent-pending quick release seats and overhead bins that can be installed quickly by a single operator.

The SkyCourier celebrated its inaugural flight in May 2020 and the flight test programme's three aircraft have accumulated more than 2,100 hours. Following certification, which is anticipated in the first half of 2022, this first production unit will be delivered to the launch customer, FedEx Express, which has agreed to purchase up to 100 aircraft, with an initial fleet order of 50 cargo aircraft and options for 50 more.

The Cessna SkyCourier twin-engine, high-wing turboprop offers a combination of performance and lower operating costs for air freight, passenger and special mission operators.

In addition to the freight version, there is a 19-passenger variant of the SkyCourier that includes crew and passenger doors for smooth boarding, as well as large cabin windows for natural light and views.

Both configurations offer single-point pressure refuelling to enable faster turnarounds.

The aircraft is powered by two wing-mounted Pratt & Whitney PT6A-65SC turboprop engines and features the McCauley Propeller C779, a heavy-duty and reliable 110-inch aluminium four-blade propeller, which is full feathering with reversible pitch, designed to enhance the performance of the aircraft while hauling tremendous loads.

The SkyCourier is operated with Garmin G1000 NXi avionics and has a maximum cruise speed of more than 200 ktas.

The SkyCourier has a 900 nautical-mile maximum range. The aircraft features a large door and a flat floor cabin that is sized to handle up to three LD3 shipping containers with an impressive 6,000 pounds of payload capability.

WHO IS LITSON & ASSOCIATES RISK MANAGEMENT SERVICES?

Litson & Associates Risk Management Services (L&A RMS) operates globally through its offices situated in Somerset West, Cape Town, South Africa and specialises in both aviation and non-aviation software tools for corporate industries. It also provides software programmes used by L & A, L&ARMS's sister company, in association with its aviation auditing and advisory services activities.

eSMS-STM Premium

These programmes include (electronic Safety Management System - Simplified), eSMS-STM LITE, eREP-S™M (a powerful audit/inspection report creation system - simplified) and eTEND, (an electronic tendering system).

The L&A RMS software programmes have been created with several very important factors in mind: to keep the programmes simple, ensure that they remain user-friendly and easy to both use and understand, and to ensure that with ideally only two 'clicks' a user will be able to get to where they 'want to be' in a programme. And importantly, to ensure the different packages remain inexpensive.

eSMS-S™M LITE

Initially L&A RMS offered clients only the eSMS-STM Premium software option, but eSMS-S™M LITE has now been created to cover requests received for a smaller system to assist the start-up and small companies. eSMS-S™M LITE targets companies falling into either of two categories - 1 to 10 users or 10 to 100 users. A company with 101+ users will be directed to the eSMS-STM Premium software product.

SMS-S™M PLUS TOOLS

In the accompanying advertisement, information on our 3 software products is shown. The first is details what is included in eSMS-STM LITE, the next what is included in eSMS-S™M Premium and the third column details eSMS-STMPLUS tools. The PLUS tools being offered can be used on their own or linked to a specific client's eSMS-S™M programme, whether it be eSMS-S™M LITE or eSMS-S™ Premium.

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eREP-STM was created to assist organisations access a cost-effective solution for carrying out in-house / other audits and inspections of all descriptions.

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Any company interested in an L&A RMS software programme is encouraged link up with our eSMS-STM Help Desk coordinator, Natashia Pent via ZOOM or GOOGLE MEET for a demonstration of their system of interest. Once the demonstration has been completed, we look forward to their questions, to enable them to find out exactly which tools will best work for them. Should they enrol for a system, they will receive an annual, renewable contract which includes complimentary initial and recurrent online training for the duration of that contract. For information or a free demonstration on our different programmes and stand-alone tools, we look forward to hearing from you and assisting you further. L&A RMS is looking forward to welcoming you into our growing worldwide eSMS-STM family!

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EVE FORMALISES THE EVTOL TYPE CERTIFICATION

By Kamolwat Praprutitum

Eve UAM, an Embraer company, has announced that it has formalised the process for obtaining a Type Certificate for its eVTOL aircraft with the Civil Aviation Agency of Brazil (ANAC).

In this way the company has re-affirmed its commitment to ANAC to demonstrate compliance with international technical standards and mandatory airworthiness requirements for eVTOL Type Certification.

The eVTOL certification process will follow the process of obtaining a “normal category” aircraft Type Certificate, considering the requirements established by the Brazilian Civil Aviation Regulation (RBAC) no. 23, among other additional requirements.

With ANAC’s support, Eve will continue engaging with other leading aviation authorities to formalise the Type Certificate validation process around the world.

“It is an important moment that demonstrates the company’s commitment to exploring the future of urban air mobility. The process aims to achieve the best safety standards to allow eVTOL access to the global market. From the regulation perspective, there is much work to be done concerning aircraft technology and the definition of the entire ecosystem. Brazil has the conditions and engagement to deal with this challenge,” said Roberto Honorato, ANAC’s Airworthiness Superintendent.

“The formalisation of the eVTOL certification process is an important step towards the continuity of the discussions that have been held between Eve and ANAC for the vehicle certification for urban mobility. In addition to demonstrating Eve’s commitment to the development of the project, it allows the institutions to evolve in the definition of the requirements and means of compliance applicable to certification,” said Luiz Felipe R. Valentini, chief technology officer of Eve.

Eve is currently developing a fully electric vertical take-off and landing vehicle that uses disruptive technologies to democratise passenger access to a new urban air transport model.

The aircraft, designed with a focus on users, will provide a safe and comfortable method of transportation with low-noise and zero-carbon emissions.

It re-inforces the company’s commitment to the future of sustainable urban air mobility.

RETURN OF THE MEBAA SHOW 2022

RETURN OF MEBAA SHOW 2022

The MEBAA Show, a leading Middle East business aviation event, is set to return to Dubai, taking place on 6 - 8 December 2022 at DWC Airport.

The event will showcase the latest trends, insights, innovation and commercial opportunities shaping the future of business aviation and private flying in the Middle East and across the globe.

A number of international companies have already signed up and confirmed their attendance for the MEBAA Show 2022 including Gulfstream, Bombardier Aerospace, Embraer Executive Aircraft, Empire Aviation Group, Honeywell International, CAE and VistaJet International.

Founding and executive chairman of The Middle East & North Africa Business Aviation Association (MEBAA) Ali Ahmed Alnaqbi said, “Business aviation has shown tremendous resilience and growth in recent years and it is an exciting time for the sector. The MEBAA Show will demonstrate the latest advancement in business aircraft, technologies and predictions for the industry, which looks set for further growth in coming years. We look forward to welcoming local, regional and international companies for the event once again in Dubai, a leading hub for business and private aviation.”

The business aviation industry had a significant representation in the recent Dubai Air show, with 30% of the event’s business and private aviation exhibitors highlighting huge interest from buyers looking to take to the skies in executive jets for increased privacy and less exposure.

Providing a platform for the entire business aviation community the MEBAA Show will convene again to build partnerships and take advantage of the enormous growth predicted for the sector.

Business jet activity in the Middle East witnessed some of the strongest growth in demand in 2021, notably in the United Arab Emirates, which grew 73% compared to 2019.

On an international level, Honeywell’s 30th annual Global Business Aviation Outlook forecasts up to 7,400 new business jet deliveries worth (US) $238 billion from 2022 to 2031, up 1% in deliveries from the same 10-year forecast a year ago. In 2021, surveyed business jet operators reported a rapid increase in used jet purchase plans, 12% above last year’s report, equivalent to 800 additional used business aircraft.

By attending The MEBAA Show, organisations will have the chance to meet industry experts, including leaders from the Fixed Base Operator (FBO), and Maintenance, Repair, and Operations (MRO) sectors, business aircraft manufacturers, completion centres and more.

The show will tackle key industry issues, including the application of the latest technologies and solutions, developing sustainable aviation fuel, electric aviation, among other major topics.

ZIMBABWE CIVIL AVIATION AUTHORITY APPOINTMENT

ZIMBABWE CIVIL AVIATION AUTHORITY APPOINTMENT

by Wallace Mawire

Dr. Eng. Elijah Chingosho has been appointed to the role of the director general of the civil aviation authority of Zimbabwe (CAAZ). The appointment was effective from August 1, 2021. Chingosho is well known through the aviation industry where he spent over three decades of service in various capacities culminating in his being elected as the secretary general and CEO of the Nairobi based African Airlines Association, the first person from within SADC region to hold such an important and prestigious post.
“Eng. Elijah Chingosho is an aviation leader with decades of experience in aircraft engineering, business turn around, organisational business development, safety and security systems in aviation, aviation regulatory development and strategic management, and has led successful teams in the private, government and non-profit sectors,” CAAZ chairman of the board of directors Theophilus Gambe said. “Throughout his career in the aviation industry, he has established a strong record of success, which has put Zimbabwe on the African and indeed global aviation map”.
“This experience will stand him in good stead at CAAZ as he steers the transformation of the organisation into a regional hub of world class aviation services while achieving its objectives under the National Development Strategy 1 (NDS-1). Prior to his appointment as secretary general and CEO of AFRAA, Chingosho held several senior executive roles including AFRAA director safety, technical and training for nine years. Before moving to Nairobi, he served as general manager engineering at Air Zimbabwe for three years (199-2001). He is a retired group captain from the Air Force of Zimbabwe where he was director of engineering before joining Thabs Marketing, a private company based in Harare where he was projects development manager. Chingosho holds three Masters Degrees in Aeronautical Engineering and Design (Loughborough University, England), Business Administration (University of Zimbabwe) and Transport Economics (University of South Africa (UNISA)) and a Doctorate in Business Administration (Warnborough College). He is a chartered engineer with the UK Engineering Council, a Fellow of the Royal Aeronautical Society, Fellow of the Chartered Institute of Secretaries and Administrators, and Fellow of the Chartered Institute of Logistics and Transport. He has authored four books namely Elementary Aircraft Propulsion (1989); African Airlines in the Era of Liberalisation (2005) (second edition 2009), Strategic Management, Text and Cases and General Management (2007) for the Institute of Chartered Secretaries and Administrators, Zimbabwe. He has made over 100 presentations and issued publications addressing aviation issues in several international journals and magazines.
He has over 500 book reviews on www.amazon.com. The

New man ... Elijah Chingosho has been appointed as director general of the Civil Aviation Authority of Zimbabwe

ture Credit By :Newsday

Civil Aviation Authority of Zimbabwe (CAAZ) was unbundled into two entities namely CAAZ and the Airports Company of Zimbabwe (ACZ) in accordance with International Civil Aviation Organisation (ICAO)
page1image15979200.png ¬
Standards and Recommended Practices which stipulate that the two entities must be split to avoid conflict of interest. CAAZ will maintain its name and identity, but its mandate will be limited to regulatory functions. In the past CAAZ had regulatory oversight while also operating airports, but now it regulates the operations of the aviation industry including ACZ.
The CAAZ board is chaired by a renowned Harare lawyer, Advocate Pharoah Theophilus Gambe and has its deputy Nickel Mushangwe. Other board members include Mary Joyce Mazhude, Loveness Masuka-Dumwa, Onai Muvingi, Tawona Zunzanyika and Sifelani Ntombizodwa Takawira. The Civil Aviation Authority of Zimbabwe falls under the country’s ministry of transport and infrastructural development.

ZIM AIR RALLY ON THE CARDS

by Wallace Mawire

After having been successfully hosted last year - despite the ravaging Covid-19 disease - the Zimbabwe Air Rally is expected to take place on June 1, 2022.
According to Mel Cooper, one of the organisers, the final itinerary is still being set but plans are for the event to happen over two days.
The first day will be Harare to Kariba and the second will be Kariba and a circuit route around returning to Kariba.
Day three is a fun day and then everyone flies home the next. Cooper said preparations for the rally are in progress and final announcements will be made closer to the day.

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Credit by'; Copyright: Chris Sheppard email: chris.sheppard471@gmail.com

HELICOPTERS

ARAMCO HELICOPTER FLEET RENEWAL PROGRAMME

ARAMCO HELICOPTER
FLEET RENEWAL PROGRAMME

A global leader in helicopter leasing, the Milestone Aviation Group Limited has successfully completed the final delivery of the medium helicopter fleet renewal programme for Aramco Overseas Company - a subsidiary of Saudi Aramco, a global petroleum and chemicals enterprise.

Milestone recently delivered the last unit of the 21 factory-new, highly specified Leonardo AW139 helicopters, which were first announced in July 2018. The deal also included five brand new Airbus H145 helicopters, delivered in 2019. In addition, Aramco has also extended leases of two more AW139 helicopters, truly demonstrating the success of the leasing concept, as well as the strong relationship between the two companies.

Vice president commercial Africa & Middle East at Milestone Claire Brugirard said, “We are extremely grateful for the trust placed in our services and for the excellent collaboration with Aramco. Thanks to our financial strength and technical expertise, our team was able to continue deliveries throughout the COVID-19 pandemic, overcoming some of the most challenging circumstances. Aramco’s commitment to this fleet renewal programme is a testament to the benefits of leasing and we are incredibly proud to support them in their oil and gas missions across Saudi Arabia.”

Aramco awarded the medium and light twin fleet renewal contract to Milestone after a competitive tender process in 2018, with aircraft deliveries spread over a multi-year period.

Milestone’s relationship with Aramco began in 2016 with the lease of three AW139s and has continued to grow ever since.

Aramco helicopters. AW139

Aramco helicopters. H145 Airbus

First A320P2F to enter service with African cargo carrier Astral Aviation

By Alfred Chua

Singapore 2022

Nairobi-based cargo operator Astral Aviation will be the launch operator of the Airbus A320 passenger-to-freighter aircraft, taking its first example in the second quarter of the year.

The A320P2F will be Astral's first Airbus freighter - the operator has a fleet of Boeing cargo aircraft, including 747s, 767s and 727s.

The African carrier will sub-lease two examples from Middle Eastern lessor Vaayu Group, which on 14 February firmed up plans to lease five A320P2Fs from ST Engineering.

ST Engineering, which is working on the conversion programme with Airbus joint venture EFW, will place the first converted freighter on lease in the second quarter, and adds that the remaining four aircraft will be converted and leased "progressively".

Last November, Vaayu announced its intentions to lease A320P2Fs from ST Engineering's leasing unit ST Engineering Aerospace Resources.

The A320P2F is EFW's second narrowbody freighter conversion programme, after the A321P2F, which entered service with launch customer Qantas in 2020.

The German company also performs passenger-to-freighter conversion work on other Airbus types, including the A330-200 and -300.

ST Engineering head of aviation asset management Yip Heng Meng said, "As an aviation asset solution provider that is backed by other integrated lifecycle capabilities including freighter conversion and MRO, we are able to provide comprehensive solutions not offered by other service providers, and help operators gain a competitive edge."

Astral chief Sanjeev Gadhia has hinted that the airline could consider "future freighter acquisitions" of Airbus aircraft, including the A330s and A350s.

The first aircraft bound for Astral took off on its maiden test flight on 8 December. According to Cirium fleets data, the A320 last operated with Indian low-cost carrier IndiGo for two years, between 2018 and October 2020. It was first delivered to LATAM Airlines Brazil in 2006 and operated with the airline for 11 years.

Source : Aviation Lugo

AIRBUS READIES HYDROGEN-POWERED DEMO FLIGHTS

Airbus plans to fly a hydrogen-fuelled ecoDemonstrator soon, with an announcement expected soon.

Airbus' drive to reduce emissions appears prioritized toward developing an H2-fueled airplane.

While all the A-Series aircraft will be 100% compatible with Sustainable Aviation Fuel (SAF) by 2030- they're 50% compatible today- hydrogen is at the forefront of its research and development.

Officials want to have an H2-powered airplane ready for service by 2035.

This aircraft will almost certainly be a turboprop.

Amanda Simpson, vice president for research and technology of Airbus, said the company must have a demonstration project proving the feasibility of an H2-fueled airplane before full development can proceed.

She made the announcement at the annual conference of the Pacific Northwest Aerospace Alliance last month and stated that an announcement would be made shortly.

In side remarks, she did not say what type of aircraft will be used for the demo project.

NOTHING MORE TO ADD

Meanwhile an Airbus spokesman said separately, "We're working toward demonstration programmes to mature a number of different technologies related to hydrogen-powered concepts, but we don't have anything more specific that we can share at the moment. We may have some interesting projects to talk about later this year, though."

During her presentation, Simpson outlined several jet concepts that could use hydrogen fuel.

A turboprop concept also has been previously shown. Simpson said that H2-powered flights previously were undertaken by the US Air Force and a Soviet airliner, some dating to 1957.

Source : Klein-Vision.com

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SIKORSKY AIRPORT COULD HAVE A NEW OWNER AND A NEW NAME

SIKORSKY AIRPORT COULD HAVE A NEW OWNER AND A NEW NAME

The Sikorsky Memorial Airport (BDR), named after famed aviation pioneer Igor I. Sikorsky, could see a change of hands, and a new name, in the near future.

The Connecticut Airport Authority in the USA is willing to pay the city of Bridgeport up to (US) $10 million to acquire the public airport, according to a local newspaper.

In November of last year, the airport authority made it publicly known that it wished to add the Sikorsky Airport to its already expansive portfolio, which includes the Bradley International (BDL) and five other state-owned airports.

CONNECTICUT AIRPORT AUTHORITY WANTS TO PURCHASE BUT WOULD SETTLE FOR A LEASE

Leasing the facility was an option until recently when the CAA board noted in a term sheet that the authority's end goal is to own Sikorsky at a sale price of (US) $10 million. However, CAA Director Kevin Dillon told the newspaper that if an acquisition agreement can't be reached, a long-term lease could be revisited.

Categorised as a general aviation facility, the airport features three FBOs and several private hangars.

While owned by the city of Bridgeport, the airport resides in Stratford, Connecticut.

In 1972, BRD was dedicated to the Igor I. Sikorsky Memorial Airport in honor of its most famous tenant who selected the city of Stratford as the site for his Sikorsky Aviation Corporation in 1929.

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Beginning in the 1950s, the airport was served by multiple airlines and their regional affiliates, including United Express and Piedmont Airlines.

Scheduled air service was halted in 1999 and has yet to truly pick up again.

While the old passenger terminal was demolished, the airport still sees activity from business and charter aircraft passing through.

EFFORTS TO BRING BACK A COMMERCIAL SERVICE TO SIKORSKY MEMORIAL

Two Sikorsky Memorial tenants, Atlantic Aviation and Three Wing Aviation, along with Mayor Joe Ganim's administration, commissioned the Connecticut Centre for Economic Analysis at the University of Connecticut to take a look at how to further develop the airport.

The study was meant to bring commercial service back and provide hard data to help attract the required private, state and federal financial backing. The minimum price tag is hefty at (US) $17 million.

The Centre for Economic Analysis recommends building two 30,000 square foot hangars, which can house and maintain roughly 22 private jets.

Additionally, a permanent terminal will need to be built to bring back commercial flights.

On top of the structural enhancements, Governor Ned Lamont's administration recently approved (US) $7 million to overhaul one of Sikorsky's two runways, which would be the preferred runway for commercial passenger aircraft.

The Centre for Economic Analysis believes that the hangars and return of commercial airline service will bring tens of millions of dollars to the state's economy in the ways of new taxes and fees, jobs, impact on property values, and attracting more business.

"Connecticut's dismal economic performance in the last decade argues powerfully for mobilizing critical assets such as Sikorsky to drive new business investments and job creation," the study states.

At this time, Breeze Airways, a fairly new carrier that has begun operating out of Bradley Airport, is interested in service at Sikorsky should the airport receive the necessary upgrades.

SIKORSKY MEMORIAL AIRPORT GETS A NEW NAME

The airport commission voted in December to change the name of the Igor I. Sikorsky Memorial Airport to the Bridgeport Sikorsky Memorial Airport in a marketing move by the Ganim administration.

Stratford Mayor Laura Hoydick opposed the renaming but lost in a three to one vote.

In a later newsletter email to constituents, Hoydick said that the name change "diminished the honour given to the airport's namesake and the importance of this aviation and engineering giant to the history and industry of our region."

The CAA's term sheet will require the CAA to offer employment to all existing airport employees and to retain the name Bridgeport-Sikorsky Memorial Airport.

AN INTER-ACTIVE AIRPORT INDUSTRY INTELLIGENCE TOOL

The Airports Council International World has launched an ACI Intelligence Hub, an innovative platform that allows users to explore airport traffic and financial data in a self-serve and interactive manner.

Users will be able to browse, extract or visualise the airport industry's most extensive collection of traffic and economic data, using the most up-to-date data from airports around the world and benefiting from ACI's direct reach to airports.

They will also be able to interact with passenger, cargo and aircraft movement data in multiple modules.

The platform will initially feature three modules available through subscription with a fourth one planned to be released later in 2022:

They include:

• An analyst module that allows users to extract customised passenger, cargo and aircraft movement data using the Annual Airport Traffic Database, with airport traffic from over 2,500 airports in more than 180 countries and territories covering 95% of global scheduled passenger traffic annually, as well as the monthly airport traffic database, which features airport data for over 1,200 of the world's major commercial airports.

•An executive module or an inter- active dashboards featuring an overview of the airport industry with data broken down into world, regional and sub-regional figures for the past five years.

•A library module that provides access to a selection of ACI's world-renowned publications covering airport industry traffic data and economic insights. These include the Annual World Airport Traffic Reports (WATR), monthly traffic reports, quarterly economic bulletins and more.

•And a benchmarking module tool that allows the user to benchmark their airport's performance against industry averages as well as different pre-defined groupings (regions, country grouping, airport size grouping, etc.) for a wide range of key performance indicators. This module is planned to be launched later in 2022.

"After several years of work and significant investment, we are proud to launch the ACI Intelligence Hub," ACI World director general Luis Felipe de Oliveira said.

"The platform is unique in that it will have the most comprehensive data in the airport industry leveraging data collected directly from airports. It will enable airports, consulting firms and a wide variety of aviation and travel stakeholders to gain actionable insights with reliable and extensive data. This is especially important as the air transport, travel and tourism, and other related sectors recover and aim to build back better."

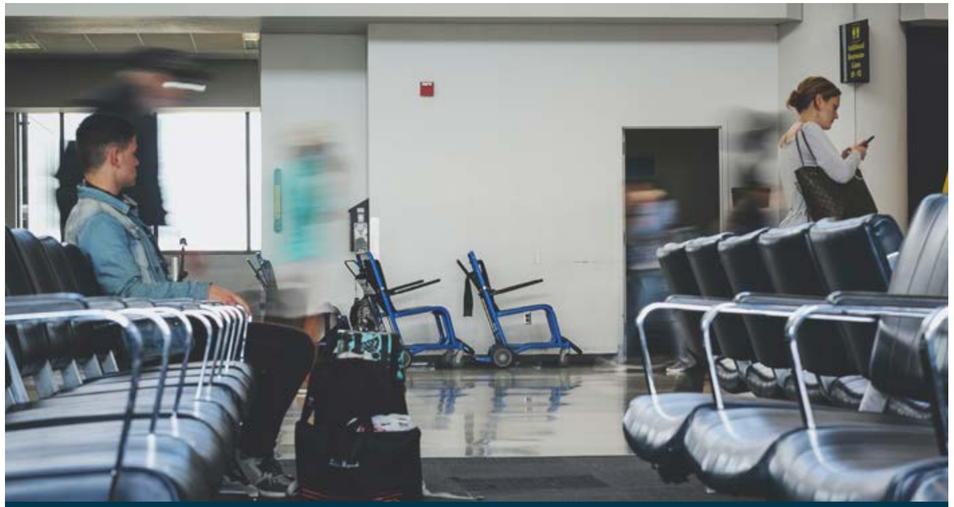

PHOTO CREDIT: Andrik Langfield on Unsplash

EXTRA FEATURES

US PROPOSED STANDARDS FOR ENGINE EMISSION TESTING

PTS AVIATION LEASES CFM56-5

US PROPOSED STANDARDS FOR ENGINE EMISSION TESTING

By Gordon Gilbert

The US Environmental Protection Agency (EPA) has issued a notice of proposed rulemaking to adopt particulate matter emission standards and test procedures to replace the existing smoke standard on large subsonic jet airplanes.

The proposal also includes applying a smoke number standard for smaller turbine aircraft.

These proposed standards would be applicable to aircraft engines with a maximum thrust available for takeoff greater than 26.7 kilonewtons (6,000 pounds).

The standards would apply to both new type design and in-production engines starting on January 1, 2023. Standards for in-production airplanes would have different emission limits than would the standards for new type designs, and those limits would depend on the rated output of the engines.

The smoke number standards would apply to engines less than or equal to 26.7 kilonewtons. Comments on this proposal are due by April 4, 2022.

This proposal is separate from the recently adopted EPA regulation that established carbon dioxide (CO^2) emissions standards on large jets and turboprops.

The action does not require aircraft or engine manufacturers to reduce their actual emissions but rather aligns US standards with CO^2 emissions standards set by the International Civil Aviation Organization in 2017 and revised in 2020.

Article courtesy: https://www.ainonline.com/

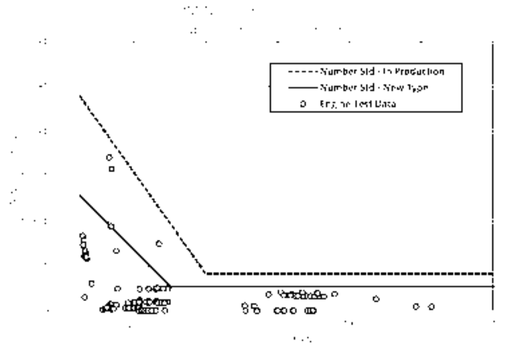

Figure IV-2 - nvPM number standards compared to in-production engine LTO emission rates

PICTURE CREDIT BY: federalregister.gov

PTS AVIATION LEASES CFM56-5

PTS Aviation, LLC, a StandardAero company, has signed a comprehensive three-year general terms and aircraft engine lease agreement with a major North American Part 121 carrier, effective immediately.

The initial agreement establishes the lease of one serviceable CFM56-5A1F engine for a 36-month term during a crucial period of projected air traffic recovery and growth.

This lease agreement is PTS Aviation's first publicly announced transaction since StandardAero signed a definitive agreement to purchase the company last month, a deal which marked StandardAero's tenth acquisition since March 2015. Founded in 1995, PTS has more than 150 years of combined aviation management experience and significant expertise buying, leasing and selling engines, modules and used serviceable material.

Commentating on the transaction, David Blackburn senior vice president asset leasing and trading for PTS Aviation said, "The team here at PTS Aviation continues to offer creative engine leasing solutions tailored to specific airlines and A320/B737 operators worldwide, as we work to support the efficient and effective recovery in air travel. We look forward to offering our customers additional solutions by leveraging our USM capabilities in support of the comprehensive CFM56-7B maintenance repair and overhaul services offered by StandardAero."

PTS Aviation, headquartered in Miramar, Florida is a worldwide supplier of used serviceable material for the CFM56-3, -5 and -7B.

StandardAero is an OEM authorised independent MRO provider and GE designated fulfillment centre for the CFM56-7B from its 162,000 square foot facility in Winnipeg, MB, Canada.

BREITLING FORMATION FLIGHT FOR THE SUPER AVI WATCH COLLECTION

AVIATION P-51 MUSTANG, THE VOUGHT F4U CORSAIR, THE DE HAVILLAND MOSQUITO

Four vintage planes took to the sky in a historic air-to-air campaign photoshoot to mark the launch of a Breitling new watch collection.

The watch makers tribute included the North American Aviation P-51 Mustang, the Vought F4U Corsair, the de Havilland Mosquito, and the Curtiss P-40 Warhawk came together led to the monumental flight.

The event marked Breitling's launch of the new Super AVI collection – it was a highly technical flight that did more than just result in spectacular footage, it created history.

The North American Aviation P-51 Mustang, is known as the best all-around fighter of the WWII era, the Vought F4U Corsair, a record-breaking naval aircraft, the extremely rare de Havilland Mosquito, known as the "Wooden Wonder" and the Curtiss P-40 Warhawk, a master of agility whose signature shark-mouth nose art has made it a poster child for the daredevil days of early aviation.

"This collection embodies that sense of nostalgia for the early days of aviation when pilots relied on their watches as onboard tools," said Breitling CEO Georges Kern.

"But you don't have to be a pilot or vintage-aircraft buff to appreciate the exceptional craftsmanship and rugged design."

So, on August 13 last year, pilots Raymond Fowler (North American Aviation Mustang), John Fuentes (Vought 4FU Corsair), Mike Spalding (de Havilland Mosquito), and Taylor Stevenson (Curtiss P-40 Warhawk) took to the sky above Virginia Beach, flying in a tight formation that at times put them less than 10 feet apart at speeds of over 200 mph.

It was the first time all four pilots had flown together and a first for these aircraft in this formation.

Even for the experienced warbird pilots, the flight was a thrill ride. "I had never flown with a Mosquito and it was such a cool thing," said Stevenson. "Then I was inverted, looking up at Mustang and Corsair. I couldn't believe it. These old aircraft are uncomfortable, cramped, the engines are loud, they are hot, but there's nothing like them. They're unmatched in terms of power. A small plane might have 300 horsepower today. The P-40 Warhawk has over 1,200. It's like going from a compact car to a drag racer."

Commandeering a vintage aircraft in a group requires a long list of qualifications, including a commercial pilot's license, formation card, tail-wheel certification, aerobatics credentials, and hundreds of hours of flight time. The pilots drafted a complex flight plan in advance of the Breitling shoot to ensure the four aircraft not only worked as team, but also showed off their best angles to a fifth aircraft taking the air-to-air photographs.

To capture the planes at their best, aviation photographer Bradley Wentzel had to work quickly within the small window of "golden hour" morning light. "Each plane looked beautiful in its individually iconic paint scheme," said Wentzel.

"They are meticulously maintained inside and out and showed excellently for our cameras. You would never know they were decades old from the calculated adjustments needed for the formation, but the grand manoeuvres the pilots could perform in them were spectacular."

The four planes took off from Virginia's Military Aviation Museum (MAM), home to three of the four aircraft (the Warhawk flew in from the Cavanaugh Flight Museum in Addison, Texas).

These 75-to-80-year-old aircraft need up to 100 hours of preparation time for flight-readiness. At the MAM, mechanical teams adhere to original manuals, becoming, as museum director Keegan Chetwynd puts it, "a historian, researcher and custodian of the aircraft. You have to feel a strong connection to the equipment to keep it flying."

That expertise is crucial because original parts are increasingly scarce, as are the aircraft themselves. Though thousands of each plane were made, only a handful remain that can still fly - the rarest being the Mosquito, of which there are currently only four airworthy examples left. It's monumental when even one of these aircraft leaves the ground, let alone all four.

"When they set off, it's people's hopes and dreams and ambitions for that machine," said Chetwynd. "These planes are unwieldy on the ground. They look awkward as hell. But when they take off, all of that goes away. They do what they're supposed to do. It's smooth and it's beautiful."

FOUR PLANES, FOUR PILOTS, FOUR

TRIBUTE TIMEPIECES

The North American Aviation P-51 Mustang, flown by Ray Fowler, wearing the Super AVI P-51 Mustang
When the P-51 Mustang was built in a mere 120 days, even its developer, North American Aviation, didn't anticipate what a powerhouse it had on its hands. The P-51's low-drag wings and engine-cooling system - considered experimental when the single-seat fighter first took off in 1940 - gave it unprecedented speed and range. The addition of a Merlin engine expanded the plane's performance to high altitudes, making it the best all-purpose fighter of its time.
Ray Fowler serves as a civilian airline and military pilot with over 15,000 flying hours. His passion, however, is for airshows, where he flies a variety of historic fighter and bomber aircraft.

The Vought F4U Corsair, flown by John Fuentes, wearing the Super AVI Tribute to Vought F4U Corsair
As a WWII naval aircraft, the Vought F4U Corsair had to make tricky take-offs and landings from carriers and remote landing strips. Speed and lift were of the essence, and the Corsair came through with flying colours, becoming the first single-engine fighter to crack the 400 mph (640 km/h) mark, while also providing an exceptional rate of climb. Its "bent-wing" design, oversized propeller and signature blue livery make it an emblem of aviation history.
John Fuentes started flying warbirds in 1992 and has flown several vintage military aircraft. He flies internationally as a captain for a major airline and has over 25,000 flight hours.

The de Havilland Mosquito, flown by Mike Spalding, wearing the Super AVI Mosquito
In an era when aluminum and steel shortages were common, the engineers behind the de Havilland Mosquito made use of a still plentiful material: wood. The "Wooden Wonder" caused shock waves when it outperformed its metal contemporaries to become one of the fastest planes built between 1940 and 1950. Its superior manoeuvreability allowed it to multitask in roles as far-ranging as light bomber, night fighter, transport and photographic reconnaissance aircraft.
Mike Spalding is a corporate pilot and a warbird demonstration pilot for the MAM. He soloed at 16 and has flown more than 150 types of aircraft (many of them on their first flights after restoration), clocking up more than 15,000 hours.

The Curtiss P-40 Warhawk, flown by Taylor Stevenson wearing the Super AVI Curtiss Warhawk
Conceived as a pursuit aircraft, the Curtiss P-40 Warhawk first flew in 1938 and quickly proved itself as a master of agility. It wasn't just the plane's capacity for pulling jaw-dropping turns that gave it an in-flight edge, its robust structure meant it could tolerate harsh weather conditions and even many mid-air collisions. The Warhawk's defiant shark-mouth nose art sealed its reputation as the rebel of the skies.
Taylor Stevenson is a second-generation warbird pilot who soloed at 16 and restored his first warbird at 18. When not working as an attorney, he flies vintage military fighter aircraft at airshows across the United States.

RUSSIAN SINGLE-ENGINE UTILITY PLANE 'BAIKAL' MAKES ITS MAIDEN FLIGHT

Baikal, a Russian single-engine utility plane that should be used by local airlines in hard-to-reach areas, has made its maiden flight in Yekaterinburg, Russian Industry and Trade Minister Denis Manturov said recently.
"The Baikal LMS-901 single-engine multi-purpose plane has made its maiden flight," he said.
The plane was developed by the Baikal-Engineering company under the contract with the Russian ministry of industry and trade and is meant for local airlines.
The plane took off from an airdrome in Yekaterinburg and spent 25 minutes in mid-air at an altitude of 500 metres.
The aircraft was due to go on show at the ninth NIAS 2022 national exhibition and forum of civil aviation infrastructure in Moscow last month.
"The Baikal project will make it possible for travel along local routes, resolve problems of transport accessibility, first of all in the Far East," Manturov said.
Earlier he stated that mass production of the new nine-seater plane would begin in 2023.
The Urals Civil Aviation Plant hopes to sign a contract for the manufacture of ten such planes in 2023-2025, the plant's director, Oleg Bogomolov, told TASS earlier
The aircraft are estimated to 120 million rubles or about (US)$1 6 million at the current exchange rate) in its basic version. The potential state order is estimated at 300 planes by 2030.
This Russian light multi-purpose single-engine aircraft Baikal was designed by Ural Civil Aviation Plant's subsidiary Baikal Engineering in an effort to replace the outdated Soviet-made An-2 aircraft. The objective behind the project is to increase the accessibility of remote Russian regions and help develop local air service. The aircraft can carry a payload of two tonnes and cover up to 1,500 kilometres with a cruise speed of 300 kmph.

EXPERTS SPLIT OVER NOISE RULES FOR SUPERSONIC JET COMEBACK

EXPERTS SPLIT OVER NOISE RULES FOR SUPERSONIC JET COMEBACK

By Allison Lampert

Environmentalists and some European nations are set to clash with the United States over a possible comeback of supersonic travel, saying efforts to set noise guidelines by the middle of the decade could weaken efforts to fight climate change.

Nearly two decades after the last flight of Anglo-French Concorde, a panel of United Nations aviation experts will meet to consider updating a decades-old supersonic noise standard set to be met by 2025.

The US backed push by aerospace companies is supported by US-based Aerospace company Boom Supersonic, which has vowed to launch a quieter and less polluting form of supersonic travel than the sleek but noisy Concorde, which ferried the rich and famous across the Atlantic.

Even though it co-developed the only commercial jet to break the sound barrier in the 1960s, France has teamed up with Norway and Sweden to try to delay procedural work on future supersonic jetliners to focus on emissions rules for subsonic flight.

All three countries have made climate action a political priority and want UN experts to focus on the source of the current industry emissions, people close to the International Civil Aviation Organisation discussions said.

Montreal-based ICAO sets standards on everything from runway markings to crash investigations, which its 193 member states typically translate into regulatory requirements.

Plane makers need those standards "well in advance" to ensure they meet official expectations, said Dan Carnelly, vice-president at the International Co-ordinating Council of Aerospace Industries Associations, an international aerospace lobby grouping.

"No manufacturer can take the risk that they invest billions of dollars to design and test a new product only for it to become obsolete due to a new regulation imposed soon after it enters into service," he said.

The very technical discussion is key for a niche market promising to create thousands of jobs. Boom plans a North Carolina plant and has orders from United Airlines.

But critics say focusing on supersonics now would divert time and expertise that could be put toward reducing broader emissions from aviation, a priority this year for ICAO's full membership, including the United States.

"Supersonic aircraft are a huge distraction for ICAO," said Dan Rutherford, aviation director at the International Council on Clean Transportation, a US-based environmental research group.

Aerospace companies warn that ignoring supersonics at this early stage could be a recipe for countries to go it alone.

"A patchwork of local, different regulations would be very difficult, if not impossible, to manage," Carnelly said.

ICAO declined comment while discussions at its committee on aviation environmental protection took place last month and the US Federal Aviation Administration (FAA) also declined comment.

Supersonics have struggled to meet the noise and emissions standards set for conventional planes.

Boom said its 'Overture' jet would meet noise levels that already apply to subsonic planes and would run fully on sustainable aviation fuel when it starts flying passengers in 2029.

Carnelly said guidelines specifying that noise limits should be the same for supersonics and subsonic are needed for technical reasons.

"The best thing for the industry is to have clear, timely and global standards," a Boom spokesperson said.

The company aims to start certification flight tests in 2026 ahead of commercial flights before the end of the decade.

Some analysts remain cautious over its schedule, which originally called for the plane to enter service in 2023.

Article courtesy: https://www.reuters.com/

A TIME FOR OPTIMISM

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A TIME FOR OPTIMISM

The pandemic has changed the aviation industry irrevocably. Unlike any other crisis in the sector's history, COVID-19 not only grounded numerous aircraft, wiped billions from industry revenues and cost 200 million jobs, but it also fundamentally changed consumer behaviour overnight.

However, despite these extraordinary setbacks and unparalleled circumstances, as we emerge and recover from the pandemic, one thing has become clear – this is a unique opportunity for transformation.

The acceleration of some technological advances that were already in the pipeline, such as automation, along with new business models and growing travel demand are sparking the dawn of a new era - one that ultimately has efficiency and environment at its heart.

AUTOMATION – INCREASING EFFICIENCY IN A RESTRICTED WORLD

While automation has long been a buzzword in the world of aviation, technological advances and investment in automated services for both the commercial and cargo sectors have surged over the last couple of years.

Automated innovations have been crucial to maintaining operations throughout the pandemic, instilling passenger confidence and creating safer working environments for employees across the board. There is no doubt that automated innovations will continue to evolve as we navigate the new aviation ecosystem.

From touchless check-ins to contactless immigration and supply chain support, automation in a post-pandemic world will generate greater efficiency and help to solve many of the challenges we face going forwards as we work towards getting back to pre-pandemic levels of business.

TRANSFORMING THE BUSINESS MODEL

Traditionally, business travellers have always been the main revenue source for commercial operators with 75% of airline travel profit attributed to passengers travelling for work.

However, with business travel unlikely to recover to pre-pandemic levels anytime soon, airlines will have to reinvent and rework their business models to address this.

Past crises have demonstrated that business travel takes the longest to recoup. For example, it took four years following 9/11. The added complications brought about by COVID-19, such as the popularity of remote working and online meetings – along with their associated cost savings - has meant it is likely that business travel, while still a necessity in certain situations, will not reach its previous levels ever again.

Meanwhile, leisure travel has rebounded more quickly than forecast

and, indeed, as long as people have been allowed to fly, the demand has still been there.

With this in mind, airlines will need to assess and restructure cabin configurations, landing slots, networks, aircraft sizes and ticket pricing to maximise their potential while business travel remains subdued.

However, growth is not limited to passenger traffic and cargo is still estimated to increase - even double - over the coming decade.

ECOLOGICAL ADVANCES

Despite the lull of the last two years, flights are expected to double in the next 20 years, so, as an industry, we have a responsibility to ensure we are doing everything we can to minimise our environmental impact.

Biofuel and electrically powered aircraft are key to reducing the carbon footprint and environmental impact of air travel – and we are closer than ever before to making these a reality for commercial airlines.

While there is still some way to go in rolling out biofueled aircraft across the industry, Boeing has already committed to making planes that fly on 100% biofuel by 2030 and even staged the first commercial flight in 2018 using 100% biofuel.

Likewise, as far back as 2010, the Swiss company Solar Impulse built an electrically powered aircraft that could run on solar power during a 26-hour trial flight.

These advancements have continued, with Harbour Air's thirty-minute flight of its six-passenger DHC-2 de Havilland Beaver and NASA's new all-electric plane that is currently in development.

It is possible that, much like motor vehicles, jet planes will eventually become hybrid alternatives with the benefit of reducing environmental impact, cuttings fuel costs and lowering maintenance expenses.

AVIATION – AT THE FOREFRONT OF INNOVATION

As an industry, aviation has achieved so much. Not only has it become one of the safest and most reliable modes of transportation in the world, it has also contributed exponentially to social and economic development.

The allure of travel and connecting people with places – along with cost-effective and quick methods of transporting cargo - will always be attractive options and undoubtedly this will continue well into the future.

The question now is not 'will aviation reach pre-pandemic levels?' but 'when will it surpass pre-pandemic levels?'