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WORLD AIR NEWS

AFRICA'S OLDEST & LARGEST AVIATION MAGAZINE

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Above: This dramatic photo of a French Air Force C130 is one of the hottest movements seen recently at LMML. The French Air Force Lockheed Martin C130 Hercules 61-PM (F-RAPM) was in bound from Benina International Airport in Libya as CTM3061. The aircraft is seen with unidentified blue stickers on tail while parked on Apron 8 Stand 6. Big thanks to Mario Caruana / MAviO News. Now turn to page 5 to read our exclusive interview with Dassault Falcon Carlos Brana, executive vice president civil aircraft.

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HANDS OFF VIRGINIA AIRPORT

By Heidi Gibson

Pounded by rain, the Easter province of South Africa – KwaZulu-Natal – suffered the worst disaster in our history. Deaths tolls are around 400 and above – with some still missing and thousands homeless after their informal shacks just simply disappeared as rivers swelled to unprecedented levels. It was heartening to see our local regional airport – Virginia being set up as part of the national search and rescue efforts. The community was able to use it as a drop off point and the operation was still continuing at the time of going to press.

There have been times when this airport's future has been faced with uncertainty. Our local government officials seem to think that we don't need it and it would be better off turned into a residential development. Come on guys. If this is not enough then let me say it – back off.

Thanks, and kudos to local aviation photographer Brian Spurr who has been photographing all the action down there. As well as Starlite Aviation – who got involved.

Meanwhile as a direct result jet fuel supply constraints at OR International Airport have led to at least one carrier having to cancel flights. US carrier United Airlines had to cancel its flight from Newark, New Jersey to Johannesburg on 24 April, as well as the corresponding return flight. United said in a statement this was due to "airport-wide supply issues" in Johannesburg.

It is important to remember that jet fuel is not refined in SA anymore and must be imported. As a result of the floods, a backlog was created via the Durban port to OR Tambo. According to Fin24 an industry insider, said the floods only made an already "sporadically concerning situation" at OR Tambo worse.

Then indications are Comair has decided to halt a retrenchment process started in March, but said it still needs to find ways to reduce staff and costs in order to remain sustainable.

The big story on the African continent is the "exploratory talks" between SAA and Kenya Airways about the potential of launching a new pan-African airline group. This comes after the two signed a collaboration agreement about seven months ago.

The comes as a supposed majority shareholder Takatso is not yet settled. Takatso is a joint venture between infrastructure investment firm Harith and Global Aviation – which operates the low-cost airline in SA called LIFT. The transaction has been delayed because of a lengthy due diligence process.

Kenya Airways CEO Allan Kilavuka said the two airlines were planning roadshows to find a financial backer as majority stakeholder for a combined airline group.

On an international level it seems safe to say that airshows and aviation events are on track for the rest of the year. This month will see premier general aviation event EBACE or the European Business Aviation Convention & Exhibition (EBACE) and AERO Friedrichshafen 2022 that will take place at the end of this month and it falls outside our deadline but we will cover it on our website.

Further on the Royal International Air Tattoo returns for 2022, better than ever. I can't wait.

THE WAY OF THE FUTURE

The Falcon 10X is due for entry into service in 2025

It is well known that during the Covid-19 pandemic, the number of private jet flights has increased by 16% when compared to pre-pandemic levels. Clearly passengers are seeing the benefits this way of travel and doing business has. Heidi Gibson World Airnews editor spoke to Carlos Brana, executive vice president, civil aircraft, Dassault Aviation. These are his answers.

WAN: What type of increase has Dassault seen in the purchase of business aviation jets during the Covid-19 pandemic and in the current climate?

CB: The early months of the pandemic were quite disruptive to sales activity, but since then the ability to meet customers and demonstrate aircraft has improved considerably. The order book has recovered accordingly.

In 2021, the company took orders for 51 Falcons versus 15 in 2020. Increased activity was due to the recovery of the business aviation market and expansion of the product line with the long-range extra wide cabin Falcon 6X and ultra-long-range Falcon 10X.

Backlog at the end of 2021 stood at 55 Falcons versus 34 in 2020.

WAN. What does the company see as the main drivers behind this trend and how long does it expect to see it last?

CB: More businesses and individuals are embracing business aviation as a means of safe and efficient travel. And few are likely to want to go back to the airlines. Dassault Aviation can't predict short term ups and downs. It invests for the long term, as demonstrated by its commitment to the development of two all-new aircraft: the Falcon 6X, entering service this year; and the Falcon 10X, which is planned for entry into service in 2025. Companies such as Dassault that invest in new technology should prosper over the long term.

The long range extra wide cabin interior of the Falcon 10X

The Dassault 8X has a range of 6,540 nautical miles of range and can easily connect Cape Town with different points in Europe.

WAN: Can you let our readers about the different types of Corporate Jets on offer and which models are more popular and why?

CB: Dassault is the only business jet company today building twin-engine and trijet business aircraft. Each configuration has its fans. We offer models with range capability from 4,150 nm to 7,500 nm, providing intercontinental capability for a wide range of budgets. Falcons are unique in terms of durability, fuel efficiency and the ability to deliver high top-end performance coupled with excellent low-speed stability and the ability to access smaller and more challenging general aviation airports. Every model in production today has had a very successful run.

The twin-engine Falcon 2000 series and trijet 900 series, both with comfortable standup cabins, have each seen more than 500 aircraft enter service - a very good track record for any business jet.

The larger Falcon 7X, which entered service in 2007, was the first fly-by-wire business jet and is still in production today with nearly 300 delivered, now accompanied by the longer-range Falcon 8X introduced in 2016. The digital flight control systems (DFCS) in these aircraft were derived from Dassault's Mirage and Rafale fighter aircraft and continue to be, arguably, the most advanced in the industry.

The Falcon 6X, which is in flight test now, has an even more advanced version of DFCS. Every pilot who has flown it says it has even more precise and pilot-pleasing handling characteristics than its predecessors. The 10X will go several steps farther with a Smart Throttle tied into the digital flight control system and an automatic recovery mode to protect against flight upsets and spatial disorientation. In our humble opinion, these two aircraft are destined to be classics and in production for decades.

WAN: As World Airnews magazine has a large readership across Africa are there any particular models that are suited to our climate or geographical location – across the continent and why?

CB: All Falcons operate in just about any climate. The Falcon 6X was just tested in far north Canada at temperatures as low as -37°C. Those kinds of low temperatures aren't likely to be encountered in Africa, but the point is that Falcons are built for reliability and durability, and also for the ability to operate out of short airfields under high and hot conditions. The Falcon 8X, for example is the only jet of its size approved for the challenging approach into the mountain-ringed 3,800-foot strip in St. Tropez, France.

From a geographical standpoint, operators in South Africa are likely to appreciate the long-range capabilities of Dassault's larger models such as the 8X. With 6,540 nautical miles of range, it easily connects Cape Town and points in Europe.

For an operator in Lagos with regular trips to London and Dubai, the Falcon 2000LXS, with its 4,000 nm range would offer excellent capability. The Falcon 900LX, with a range of 4,750 nm, could fly an operator from Nairobi to New York City with a quick refueling stop in Lisbon, for example.

WAN: What types of after sales service does Dassault Aviation offer to its business aviation customers – from technical, operational to on the ground?

CB: Dassault Aviation has received the top ranking in product support from the readers of Aviation International News for the past three years. It has a worldwide network of more than 55 service centers, 40 of which are factory owned. The company has service facilities in

The 8X features the business jet world's first Combined Vision System – the FalconEye

Lagos, Cape Town and Johannesburg. It operates two Falcon 900 aircraft able to dispatch anywhere in the world to support an AOG customer. Its FalconCare and Falcon Spares programs lead the industry for comprehensive care of Falcons with predictable costs.

WAN: Do you agree with the perception that business aviation aircraft have equivalent or higher safety levels than other airlines including commercial? And why?

CB: In recent years corporate jets have rivaled the safety level commercial airliners. The latest data we can find from the US National Transportation Safety Board indicates the accident rate among professionally crewed business aircraft was lower than commercial airlines - 0.03 accidents per 100,000 hours of operation versus 0.16 for the airlines in 2014. The key to safe operations is a well-trained crew flying a well-maintained aircraft. It would be hard to find a Falcon operator who is not deeply committed to these principles.

WAN What role does Artificial Intelligence/ biometrics and connectivity will play in the world of business aviation?

CB: We're already seeing highly advanced self-diagnostic capability on the most modern engines on the latest Falcons. The Falcon 6X has an advanced onboard diagnostic system capable of monitoring thousands of parameters. We don't see pilots being replaced any time soon, but we may eventually see biometric monitoring that allows one pilot to rest while the pilot flying is monitored for alertness.

Connectivity is now more or less an essential requirement for long-range aircraft and Dassault offers satcom options to ensure passengers stay in touch with the outside world.

WAN: Lastly let's address the question of the environment. What moves has Dassault Aviation made in this regard? Are any models able to fly using Sustainable Aviation Fuel and is the company engaged in the carbon offsetting schemes?

CB: All Falcons are capable of flying on SAF at blends up to 50 percent, and some Falcon operators are now flying regularly on blends up to 30 percent. Dassault Aviation uses SAF regularly, including for Falcon 6X test flights. The company offers a SAF blend from TotalEnergies at the Dassault Falcon Service FBO at Le Bourget Airport outside Paris. The Falcon 10X will be able to operate on 100 percent SAF.

The Financial Times recently recognised Dassault Aviation as a climate leader in Europe.

The Falcon 6X, which is in flight test now, has an even more advanced version of the Digital Flight Control Systems. The Falcon 6X was tested in far north Canada at temperatures as low as -37°C.

CONGO AIRWAYS:
THE EMBRAER E2 OR THE AIRBUS A220

Unconfirmed reports circulated last month that Congo Airways were considering swapping its order for the Embraer E-Jet E2 series for the Airbus A220 family. If they are true then the airline will have to act fast.

The Kinshasa-headquartered carrier, which previously leased first-generation Embraer E-Jets from Kenya Airways, is still waiting for the aircraft that were due in December last year.

The flag carrier has four of the Brazilian manufacturer's next-generation regional jets on order.

Under the spotlight are the two variants of the same type – regional jets.

Data on the ch-aviation.com website reveals there are two mid-size E190-E2s, as well as two examples of the stretched-fuselage E195-E2 on order. The E190-E2s have a 96-seat capacity, with 84 in the economy class cabin in a 2-2 layout. There are also 12 business class seats, in a 2-1 design.

Furthermore, the website suggests that the E190-E2s were set for delivery in April and this month.

The larger E195-E2s, which the carrier added to its initial order just over a year ago, are due for delivery later this year in November and December.

Previously Congo Airways demonstrated a strong commitment to the type by naming an E190-E2 after Etienne Tshisekedi, a former president.

"These new jets will allow us to extend our passenger and cargo operations regionally to high demand destinations such as Cape Town, Johannesburg and Abidjan. As we prepare for future success, we will have the flexibility, the right-sized, most efficient aircraft to serve our customers as the market returns," said Congo Airways CEO Desire Bantu at the time the order was increased.

A second website Newsaero has reported that the Congolese government has paid the first (US) $14 million owed to Embraer for the aircraft. Despite this, the national airline may have to put the deal aside and choose the Airbus A220. And, ch-aviation has reported that Congo Airways had chosen not to extend the leases on its E190s borrowed from Kenya Airways.

Everything put together seems to suggest that the Brazilian manufacturer might have lost favour with Congo Airways. Swapping its E2 order for the Airbus A220 would give the carrier a more uniform fleet, if one remembers that two of its four current planes are also Airbus jets - but from a different A320 series.

What the national carrier is planning to do remains unclear. It might be that the E190-E2 is swapped out for the E195-E2. It is interesting to note that in the case of each - the Airbus A220 variants have a slightly higher capacity than their corresponding E2 rival (100-120 vs 96 and 120-150 vs 120).

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THE AEROSPACE AFRICAN FORUM

A memorandum of co-operation has been signed by the three parties - the African Airlines Association (AFRAA), the Groupement Des industries Marocaines Aéronautiques et Spatiales (GIMAS) and the Africa Air Forum (AAF) - that will allow the organisation of the first edition of the Aerospace African Forum to take place.

The event is scheduled to take place next year 16 February that aims to gather the major players in the aerospace industry. The forum will be held under the theme "Sustainable Mobilities" and will bring together key decision makers from all aerospace-related sectors to deliberate on how Africa can play a role in shaping the future. The document was signed by Abdérahmane Berthé, AFRAA's secretary general, Maria El Filali - GIMAS's director general and Emeric d'Arcimoles - president of AAF in Casablanca, Morocco.

AFRAA secretary general Abdérahmane Berthé said, "AFRAA is pleased to be among the key stakeholders involved in the advisory committee for the organisation of the first edition of the Aerospace African Forum. This collaboration will bring the synergies of AFRAA - the leading trade association of African airlines, GIMAS - an industrial federation with 140 Moroccan companies backed by the Moroccan government and the AAF's network, expertise and knowledge of aviation and transport industries for the convening of the forum."

"Morocco plays a major part in the industrial evolution of aerospace in the African continent and Casablanca as a pivotal city at the crossroads of Europe and Africa. It is an ideal location for the event," he said.

Meanwhile AFRAA's 10th aviation stakeholders convention was due to be held at the Emara Ole Serena hotel in Nairobi, Kenya from 8 – 10 May. The annual event held in conjunction with Kenya Airways aims at fostering dialogue between stakeholders in order to build sustainable networks in supply chain management and create a competitive environment for aviation business in the continent.

RED DOT FOR BOMBARDIER CHALLENGER 3500

Bombardier Challenger 3500 has been honoured with the distinction "Red Dot: Best of the Best" in the Red Dot Award: Product Design 2022 competition.

The prestigious Red Dot Award is international recognition for design and innovation excellence and ground-breaking design. It is the highest award, reserved for the best products in a given category. It is testament to Bombardier's innovative spirit and approach to continuous improvement.

The Challenger 3500 business jet was recognised as Red Dot: Best of the Best in the Trains and Planes category.

"Bombardier's design teams are true masters of their craft and I am proud that their work on the Challenger 3500 jet was recognized by the Red Dot jury for belonging to the best in its category," said Éric Martel, president and chief executive officer, Bombardier.

Bombardier conceived the next-generation Challenger 3500 business jet through a sustainable lens, introducing a redesigned interior with intelligent and sustainably minded cabin features crafted to combine comfort with function.

Further elevating the passenger experience, Bombardier's exclusive and patented Nuage seat is included in the aircraft's standard configuration - the first time a seat of this calibre is available in the super mid-size segment.

"Our jury was especially impressed by the products that won a Red Dot: Best of the Best. This distinction is synonymous with ground-breaking design par excellence. Only a very small percentage of competition winners were awarded this special title because a product needs to have a certain something in order to win this top award. This distinction is proof that Bombardier created a brilliant design!" said Peter Zec, founder and CEO of the Red Dot Award.

ZeroAvia and ZEV Station announce new partnership to develop hydrogen refueling ecosystem at California airports

ZEROAVIA AND ZEV STATION DESIGNED TO SEIZE OPPORTUNITY

ZeroAvia, a US aviation company focused on hydrogen-electric, zero-emission has announced a partnership with the hydrogen fuelling firm ZEV Station to help develop green hydrogen refuelling infrastructure for airports in California.

The companies will work together to develop a regional airport project that will showcase how hydrogen-electric propulsion systems can deliver zero-emission commercial flights.

As part of the partnership, ZeroAvia plans flight demonstrations of hydrogen-electric aircraft from pilot airports, supported by the co-developed refuelling ecosystem and dedicated support from ZEV Station.

ZeroAvia has already developed a fully functioning microcosm of potential refuelling operations.

The Hydrogen Airport Refuelling Infrastructure (HARE), developed as part of the HyFlyer projects in conjunction with the European Marine Energy Centre (EMEC), has demonstrated green hydrogen production through to airside fuelling.

Airports are central points of significant demand, thanks to the high volumes of hydrogen required to power aircraft. Busy hubs can produce economies of scale for hydrogen production and thus make it more economical to remove greenhouse gas emissions in other areas such as ground operations, onward transportation links, and proximate industry.

ZeroAvia vice president infrastructure Arnab Chatterjee said, “There is enormous potential for airports to act as hydrogen hubs precisely because there will be significant demand - hydrogen-electric propulsion is the only practical, holistic and economically viable solution to the industry’s full climate impacts. California leads the world in the adoption of zero-emission vehicles thanks to forward-thinking policies and deployment of infrastructure, and zero-emission flight infrastructure at airports is the next natural frontier. ZeroAvia’s partnership with ZEV Station is going to be a significant part of that journey.”

ZEV Station, with a main office in Palm Springs, California, is engineering a ground-breaking highway zero-carbon fuelling station for both Fuel Cell and Electric vehicles at the same forecourt. Their charging-only test site is slated to open at the end of next month.

The first ZEV Station with both charging and hydrogen is under permitting and targeted for operation in early 2023 while the company is planning for a network of stations with production of their own hydrogen, delivering to satellite stations.

“The time is now to develop the path towards replacing fossil fuels. We see a unique synergy in our ground vehicle ‘hub & spoke’ hydrogen distribution model and aviation. We jointly plan to collaborate to help accelerate fuelling methodologies with public-private-partnerships such as the newly formed H2-Aero Team at the Vertical Flight Society,” said CEO/ CTO ZEV Station Jesse Schneider said.

“As a future step, there is great potential to take these learnings towards the creation of Zero Emission Airports with a large central hydrogen production at scale, an H2-Hub. This H2-Hub, with zero carbon energy, would generate a significant amount of green hydrogen on-site for both aircraft and vehicles. This could offset the need for carbon-based fuel at airports entirely, but there is a lot to be done to make this a common reality. ZEV Station sees the partnership with ZeroAvia as a key catalyst to help kickstart hydrogen fuelling for aviation in California and beyond.”

ZeroAvia plans to work with industry partners to build out the refuelling ecosystems for hydrogen at airports globally.

TEXTRON
ACQUIRED PIPISTREL

Textron has closed its acquisition of Pipistrel - an award-winning pioneer and global leader in electrically powered aircraft.

Pipistrel's Velis Electro is the world's first, and currently only, electric aircraft to receive full type-certification from the European Union Aviation Safety Agency (EASA).

The company, which offers a family of gliders and light aircraft with both electric and combustion engines, has delivered more than 2,500 light aircraft worldwide since its founding in 1989 and additionally has both hybrid and electric propulsion models under development.

As a Textron company, Pipistrel will now have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft. Pipistrel is now part of Textron's newest business segment, Textron eAviation, which will pursue Textron's long-term strategy to offer a family of sustainable aircraft for urban air mobility, general aviation, cargo and special mission roles. Rob Scholl, who has been leading Textron's eAviation initiatives to date, has been named president and CEO of the segment.

"Pipistrel has already achieved what many other companies only aspire to - certifying and delivering highly regarded electric aircraft to customers around the world," said Textron Chairman and CEO Scott Donnelly.

"We are excited to accelerate Pipistrel's development and to welcome its talented people into our organisation, where we will pool expertise to make Textron a world leader in sustainable aircraft for a wide range of missions."

Pipistrel will remain a distinct aviation brand within Textron, alongside the company's already established Cessna, Beechcraft and Bell brands. Its headquarters, research and development, and manufacturing will remain in Slovenia and Italy, where Textron plans to make additional investments to expand manufacturing and product development capabilities.

"With Pipistrel, we have the opportunity to take an already great aircraft manufacturer and make it greater still," said Textron eAviation CEO Rob Scholl.

"We look forward to working with its remarkable team and helping the business achieve its full potential."

Under the terms of the transaction, Textron purchased Pipistrel for a cash purchase price of approximately €218 million. Pipistrel's founder and CEO Ivo Boscarol will remain a minority shareholder of Pipistrel with an approximately 10 percent interest for a two-year period during which he will advise on future product plans and strategies.

The cash purchase price includes the amount for which his minority interest will be purchased at the end of the two-year period.

As a Textron company, Pipistrel will now have access to greater resources, technical and regulatory expertise and a global aircraft sales and support network, enabling it to accelerate its development and certification of electric and hybrid electric aircraft

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TECH COMPANIES TEAM UP

Business aviation digital technology companies MySky, aviowiki, and FL3XX teamed up at the European Business Aviation Convention and Exhibition (EBACE] due to be held in Geneva this month.

At the May 23 to 25 show, the trio displayed their wares at an exhibit dubbed the "technology hub."

The collaboration between financial management platform MySky, global aerodrome database aviowiki, and aircraft management software firm FL3XX was designed to "highlight the benefits" of digital technology to all business aircraft operators and users and to grow their customer base.

"We all recognise the importance of using technology in business aviation and the benefits it can have," said Chris Marich, co-founder and global strategy director at MySky.

"Working together at EBACE placed the spotlight on how tech can benefit this sector and advance the whole aviation ecosystem."

Marich said the partnership with aviowiki and FL3XX at EBACE allowed visitors to the hub to "see for themselves" what a difference technology can make to their operation.

"We all share the same goal of bringing efficiency and transparency to the industry," he said.

At the show, the partners used their combined knowledge and experience to "help existing private aviation users" and help reduce barriers to entry for potential new customers, "both of which will contribute to growing the industry," Marich said.

For aviowiki founder and chief executive Diego Magrini, the collaboration demonstrated "how the mixture of forward-thinking, digital data and advanced software are shaping the industry for the next generation [of aircraft operators and users."

The future of aviation is not only dependent on modern technologies, he said, "but also on collaboration and the sharing of information across all areas of the industry."

FL3XX founder Paolo Sommariva echoed this view. "The connected world of aviation has been a recurring theme for FL3XX since its foundation," he said. "With over 100 integrations online, an ecosystem where data flows freely throughout the market players is now a reality," Sommariva said.

The trio said the partnerships are completely agnostic, and they would welcome other digital platforms to join the EBACE initiative. "We are happy to partner with any data or software provider that would benefit from sharing data," said Marich.

Article courtesy: https://www.ainonline.com/aviation-news/business-aviation

RUSSIA-UKRAINE CONFLICT DRAGS DOWN AVIATION ACTIVITY

The Russia-Ukraine war is having a debilitating effect on aviation in the region, according to the most recent weekly flight statistics from industry data provider WingX Advance.

Total fixed-wing activity has dropped by 43 percent year-over-year in the first part of April. While WingX noted that the volume is still higher than April 2020 at the height of the Covid lockdowns, it is half of the activity seen in pre-pandemic 2019.

On the business aviation side, there were just 59 international flights over the past week in this region, a drop of nearly 90 percent compared to pre-pandemic levels.

The data provider observed that most of the activity that is left is domestic within Russia, using privately-owned aircraft, with charter flights virtually non-existent.

The war is dampening the record levels of business jet activity in Europe, which before the conflict was 14 percent above pre-pandemic 2019 January-to-date numbers.

While still 7 percent above April 2019 levels, with Russia excluded that number rises to 10 percent. The UK, Spain, and Switzerland are all more than 20 percent above the April 2019 totals, but Germany has seen the most impact from the conflict with activity declining 13 percent month-to-date versus a year ago.

"As the Ukraine crisis deepens, record business jet demand in Europe is slowing, with demand in Germany falling back from recent highs, now back below pre-pandemic levels. Small and midsize jets are doing an increasing share of activity, with larger jets more exposed to fading demand from Russian customers," said WingX managing director Richard Koe.

"Across the Atlantic, the US market is still very strong, especially in large-cabin aircraft."

North America is still experiencing record activity, up 25 percent from April 2019, and five times the activity in April 2020. Koe noted the ultra-long-range jet segment is now seeing the strongest rebound, compared to the previous year with segments up by 60 percent compared to April last year and 39 percent versus April 2019 and said 80 percent of that activity is domestic.

Robinson Helicopter's turbine-powered R66 is popular in Russia but, export regulations now prohibit shipping there. (Photo: HAI/f-stop Photography)

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A warm welcome was extended to this Nigerian registered Embraer ERJ-135BJ Legacy 600 operated by Skyjet Aviation Services. Registered 5N-LRK, the aircraft flew in from Athens, made a technical stop on the island before continuing with its journey to Abuja in Nigeria. Photo credit - Mario Caruana / MAviO News.

PTS AVIATION
BOLSTERS INVENTORY

A StandardAero company, PTS Aviation has completed the purchase of two CFM56-7B24/26 engines in full LRU/BFE/QEC configuration from a major North American lessor.

These engines contain high-demand internal and external components, including attractive life-limited parts and will be used either as rebuild candidates, module donors or full disassembly candidates to support PTS Aviation's customer base worldwide.

This major purchase represents PTS Aviation's second publicly announced transaction since StandardAero signed a definitive agreement to purchase the company in February of this year, a deal which marked StandardAero's tenth acquisition since March 2015. Founded in 1995, PTS has over 150 years of combined aviation management experience and significant expertise buying, leasing and selling engines, modules and used serviceable material (USM).

Commentating on the transaction, David Blackburn senior vice president - asset leasing & trading for PTS Aviation said, "The team here at PTS Aviation continues to offer creative engine material and module solutions tailored to 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 engine models. StandardAero is an OEM authorised independent MRO provider and GE designated fulfillment centre for the CFM56-7B from its facility in Winnipeg, Manitoba, Canada.

AERO CLUB AIRWEEK

By Rob Jonkers

The South African Aero Club Airweek held an event showcasing all kinds of general and recreational aviation in their annual event last month.

In recent years it has been hosted by the Middelburg Aero Club where there are excellent facilities and open airspace. Last year marked the centenary year + 1 (as it had to be cancelled in 2020). Then in 2021 with Airweek being one of the first events post Covid, it became a big attraction with attendance of about 150 aircraft of various types participating.

This year in conjunction with the EAA Convention, it was more a more subdued affairs in terms of attendance. This was largely due to the variability of the weather outlooks that did not pan out as the weather was excellent through the whole weekend. The rising cost of fuel at R30 a litre also placed a dampener.

But all of this aside, those that attended were treated to no less than 10 aviation related exhibitors, Flying Lions & Goodyear Eagles displays and dawn balloon flights to a EAA Navex hosted by SAPFA. There were around 100 aircraft in attendance from Friday through to Sunday, with many campers on the well prepared lawn adjacent the club.As is tradition the Saturday night dinner was also an awards evening, with Aero Club handing out some fun awards.

These were presented to:

- Most Enthusiastic Team Award – The Bateleurs who had prime spot at the event
- Bob the Builder Award (Best Homebuilt) – Richard & Irene Lovett – RV14 - ZU-ITF
- Fairy Award (Best Light Sport Aircraft) - Lance Holland – Cheetah - ZU-DKI
- The old and beautiful award (Best Vintage Aircraft) – Patrick Watson – Cessna 140 – ZU-ECP
- The powdered pampered bum award (Best Warbird) – Steve George – Navion – ZS-WUK
- Piping Hot Award (Hottest Air Balloon) – Mario Febbrario – ZS-HOK

Many thanks to our sponsors Vektor Aviation & Sport Plane Builders, the support from exhibitors, photographers and journalists, the Middelburg Aero Club - without which we would not have been able to hold the event.

The Aero Club is looking at reinforcing this event as the GA and RA annual showcase, and will be working again with Middelburg to host again in 2023 where we will be looking at expanding the activities on a wider front.

Many aviation enthusiasts chose to camp on the lovely well prepared lawn next to the Middleburg club.
Photo credit: Rob Jonkers

A WORLD RECORD FOR THE HY4

The hydrogen powered passenger aircraft has set a new world record HY4

A German-based company focused on the development of hydrogen fuel cell technologies called H2FLY recently announced that its demonstrator aircraft - the HY4 - has set what is believed to be a new world record for hydrogen-powered passenger aircraft.

The flight took place at an altitude of 7,230 feet.

The announcement came as the company also flew a 77-mile journey between Stuttgart and Friedrichshafen in Germany – that marked the first time a hydrogen-electric passenger aircraft had been piloted, between two major airports.

Co-founder and CEO of H2FLY Josef Kallo said, "This is a remarkable achievement for H2FLY, as no other hydrogen-powered passenger aircraft has flown between two commercial airports to date. We are also thrilled to have set what we believe to be a new world record by reaching an altitude of over 7,000 feet with our HY4 aircraft. We want to thank our long-time partners Stuttgart Airport, University of Ulm, DLR Stuttgart, Friedrichshafen Airport and AERO Friedrichshafen, for supporting us in our mission to make sustainable travel a reality."

The aircraft flew the mission to Friedrichshafen in order to participate in the AERO Friedrichshafen air show, that took place last month. The HY4 was presented to the general public and put on exhibition. Up until recently the testing of the HY4 has taken place exclusively in the test area around Stuttgart Airport – as a long-term partner of the company.

Speaker of the Board of Flughafen Stuttgart GmbH Walter Schoefer said, "We are delighted that HY4 has achieved this next technical milestone. This is another step on the long road of the aviation transformation process towards a more climate-friendly air transport. We see hydrogen-electric engines as the key to zero-emission flying and have therefore been promoting the HY4 project for many years. As a 'fairport', we want to continue to be a pioneer and enabler for the next steps when it comes to sustainability."
"In the airport's more than 100-year history, this is the first time a hydrogen-powered aircraft has landed here in Friedrichshafen.

We are pleased that we could have played our part in the further development and testing of hydrogen-electric propulsion. Particularly in view of the numerous projects on sustainable mobility in aviation, I see great opportunities for the Friedrichshafen site to create the framework conditions for innovative aviation companies and to attract them here," said Claus-Dieter Wehr, managing director of Friedrichshafen airport.

The four-seat HY4 has successfully demonstrated the applicability of hydrogen-electric propulsion solutions in aviation during several flight campaigns and with more than 90 take-offs. It also serves as a test platform to further develop the propulsion system and lay the foundation for development work on a hydrogen-electric-powered, 40-seat Dornier 328, which will be developed jointly with Deutsche Aircraft by 2025.

"Sustainable aviation is the central topic at this year's AERO Friedrichshafen. We are, therefore, really pleased that Kallo and his team from H2FLY are celebrating a trade show world premiere at AERO Friedrichshafen with the HY4 hydrogen-electric aircraft. For more than ten years, we have been showcasing innovations from the field of electric aviation as part of the e-flight-expo. With the AERO Sustainable Aviation Trail, we are illustrating how innovative the entire general aviation sector and this year's AERO are with over 75 registered exhibitors on this sustainability trail in 11 exhibition halls," said head of AERO Roland Bosch and show director Tobias Bretzel AERO Friedrichshafen.

Sustainability in aviation also plays a significant role for Friedrichshafen Airport. This year AERO had more than 600 exhibitors from 35 nations.

SAFRAN & AURA AERO MILESTONE PROJECT

Safran Electrical & Power - a key player in the European aerospace industry has joined hands with a second Toulouse-based aviation company - Aura Aero – to work together on the architecture and electric propulsion systems of two aircraft namely the INTEGRAL E – an electric two-seat training aircraft and a regional aircraft the Electric Regional Aircraft or ERA.

Firstly, Safran has agreed to supply the propulsion system for the INTEGRAL E flight demonstrator – an electric version of a training aircraft. This aerobatic-capable two-seater training aircraft is being developed by AURA AERO. The prototype will feature a smart ENGINeUS electric motor able to deliver more than 100 kW, and the GENeUSGRID distribution and protection system.

The whole system will produce zero CO^2 emissions and will generate less noise and conventional aircraft. With about 60 orders expected for the INTEGRAL E, the first flight is scheduled for this year. Deliveries are due for 2023.

Safran has also signed a Memorandum of Understanding (MOU) to work with AURA AERO on conducting the electrical architecture studies for the ERA, a 19-seater regional commercial aircraft with electric propulsion.

These studies will focus on the high direct voltage propulsive architecture which will deliver the power needed for the electric engines.

The jointly-conducted work will also include the “non-propulsive” electrical architecture, used to power the aircraft’s other systems. It is thought that several hundred orders will be placed for AURA AERO.

The aircraft is slated to make its first flight in 2024, with entry into commercial service planned for 2027.

“Safran Electrical & Power is extremely proud to be partnering AURA AERO on these two ambitious aircraft programmes. In every way, these projects are in line with our strategic aims: they feature breakthrough technologies, have a low-carbon footprint and are electrically powered. This agreement bolsters our position as a key player in the fields of equipment electrification and electric and hybrid propulsion. It also marks two Toulouse-based companies - both firmly established in the Occitanie region›s industrial fabric - working together”, said Hervé Blanc, general manager & executive vice president of the power division at Safran Electrical & Power.

“This joint project between an aircraft manufacturer and an expert in aeronautical electrical systems is a milestone - one

Safran is working with Aura Aero on a regional aircraft with electric propulsion

Aura Aero is developing a tw- seater training aircraft for which Safran has agreed to supply the propulsion system

that is essential if we are to develop electric aircraft. In 2022, this collaboration will result in the 100% electric INTEGRAL E training aircraft taking to the skies, which will be EASA & FAA certified in 2023. As part of the joint aim to industrialize production of electric aircraft, Safran is providing its rare expertise in high-voltage networks, which is needed for the INTEGRAL E and ERA architectures. This collaboration is evidence of our shared determination to decarbonise the aviation sector», said Wilfried Dufaud, co-founder and chief programmes officer of AURA AERO.

LEADING ADVANCED AIR MOBILITY INITIATIVES

Hartzell Propeller has appointed Mitch Heaton as director, business development and new technology to further the company's programmes involving advanced air mobility (AAM).

His focus will be on developing propellers for eVTOL, eSTOL, electric, hybrid and hydrogen powered aircraft.

Using an innovative blend of sophisticated engineering analytics, certification skills and world-class manufacturing technologies, Hartzell is working closely with several OEMs within these emerging industries to fine-tune their propeller applications.

Hartzell has dedicated tens of thousands of engineering and development hours to electric, hybrid and hydrogen powered aircraft since 2019 and it continues to make advancements in tooling, manufacturing processes and lightweight materials.

"Mitch Heaton has experience leading strategy and business development across multiple industries, with aviation and aerospace often as a focus," said Hartzell Propeller president JJ Frigge.

"His efforts have included design of connection systems for aircraft, growing unmanned aerial ecosystems, and collaborating with leaders of global aerospace and defence companies and organizations," Frigge said.

Heaton is a member of the General Aviation Manufacturer's Association (GAMA) electric propulsion innovation committee, and several sub-committees. He also serves as a member of the emerging technologies committee of the National Business Aviation Association (NBAA).

He is a graduate of the Raj Soin College of Business at Wright State University, where he later served as director of development and external relations in the College of Engineering and Computer Science.

He has also been vice president of economic development for the Dayton (Ohio) development coalition and executive vice president of Growth Strategies for Woodard Development.

He was named to Dayton Business Journal's 40 Under 40 list in 2017, has served on the Board of Directors for the Ohio Economic Development Association and he is a member and past president of the Engineer's Club of Dayton.

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MH AVIATION SERVICES

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A GLOBAL REPAIR DEAL

AMETEK MRO Muirhead Avionics has just signed an exclusive global repair agreement with Honeywell International for ERJ cockpit and control displays

Muirhead Avionics, one of the largest independent avionics repair facilities in Europe, will provide repair and on-going support for Honeywell's cockpit displays, control displays and display computers for the ERJ 140/145/135/Legacy aircraft. The 10-year agreement is globally exclusive and will commence immediately.

The 10-year agreement is globally exclusive and will commence immediately.

Customers will ship all units to Muirhead Avionics' specialist facility near London Heathrow airport and can be reassured of the OEM-quality standards and prompt turnaround-times commensurate with a repair partnership of this calibre.

Steve Wells, managing director Muirhead Avionics, emphasised the company's core strategy of alliances with OEMs and legacy products.

"This agreement re-inforces our long-term relationship with Honeywell and will expand our repair business in the displays sector," said Wells.

"They have confidence in our OEM-trained technicians and our extensive history of customer support."

According to Zdenek Hrdlicka, customer business manager Honeywell International, the agreement with Muirhead Avionics will ensure a seamless transition of repair services.

"We seek legacy expertise that can deliver high value-added repair support for our Embraer customers - they expect the best. Muirhead Avionics' OEM-approved facilities and expertise have a worldwide reputation - they speak our language."

Establishing repair partnerships and representative agreements with leading OEMs is a cornerstone of Muirhead Avionics' business.

As part of the AMETEK MRO group, the company has the support it needs to underpin innovation and expand its capabilities.

"An important factor in Honeywell's decision to choose Muirhead Avionics was the global service we can provide in Europe and Asia," said Wells.

"This means they can maintain their worldwide support for Embraer knowing they have our commitment to underwrite and sustain OEM quality across all repair and overhaul programmes."

The specialist avionics MRO sector for fixed and rotary wing operators has not seen the fluctuating demand throughout the COVID-19 pandemic that has beset other parts of the industry.

Over the past 18 months, Muirhead Avionics has built significant business with OEMs who are seeking to outsource to trusted providers.

"Across the AMETEK MRO organisation, we are seeing new opportunities with larger OEMs," said Wells. "It is a trend we anticipate will grow as the aviation industry recovers and OEMs embrace and promote new technologies."

80 A320NEO ORDER

Global aircraft operating lessor BOC Aviation has signed a firm order for 80 A320neo family aircraft comprising 10 A321XLR, 50 A321neo and 20 A320neo.

A320neo MSN6419 in cold weather: photo credit Airbus Meida

The latest agreement takes BOC Aviation's total direct orders with Airbus to 453 aircraft from the single aisle A320 Family to the A330 and A350 widebodies.

"We are proud to continue our long-standing relationship with Airbus, with whom we have partnered for more than 26 years," said Robert Martin, managing director and chief executive officer BOC Aviation.

"This is the largest single order that we have ever placed and it will bring our total Airbus aircraft purchased since inception to 546. It underscores our continued confidence in the A320neo family for its reliability and operational efficiency and reflects the popularity of the aircraft amongst our airline customers. We look forward to continuously providing our customers with such fuel-efficient and technologically advanced aircraft solutions."

"Airbus thanks BOC Aviation for its unwavering trust and endorsement of the A320neo Family with its single largest order ever placed," said Christian Scherer Airbus chief commercial officer and head of Airbus International.

"This significant long-term order for 80 additional aircraft is a great testimony of the sustained value of our single aisle products by one of the world's leading lessors, BOC Aviation. We salute its vision and foresight in securing future delivery positions of these most desirable assets in the single aisle segment now and in the longer run."

The A320neo family incorporates new generation engines and Sharklets, which together deliver at least 20 percent fuel and CO^2 savings, as well as a 50 percent noise reduction.

The A321XLR version provides a further range extension to 4,700nm. This gives the A321XLR a flight time of up to 11 hours, with passengers benefitting throughout the trip from Airbus' award-winning Airspace interior, which brings the latest cabin technology and design to the A320 Family.

At the end of February 2022, the A320neo family had totalled more than 7,900 orders from over 120 customers. Since its entry into service six years ago, Airbus has delivered over 2,100 A320neo family aircraft contributing to 10 million tons of CO^2 saving.

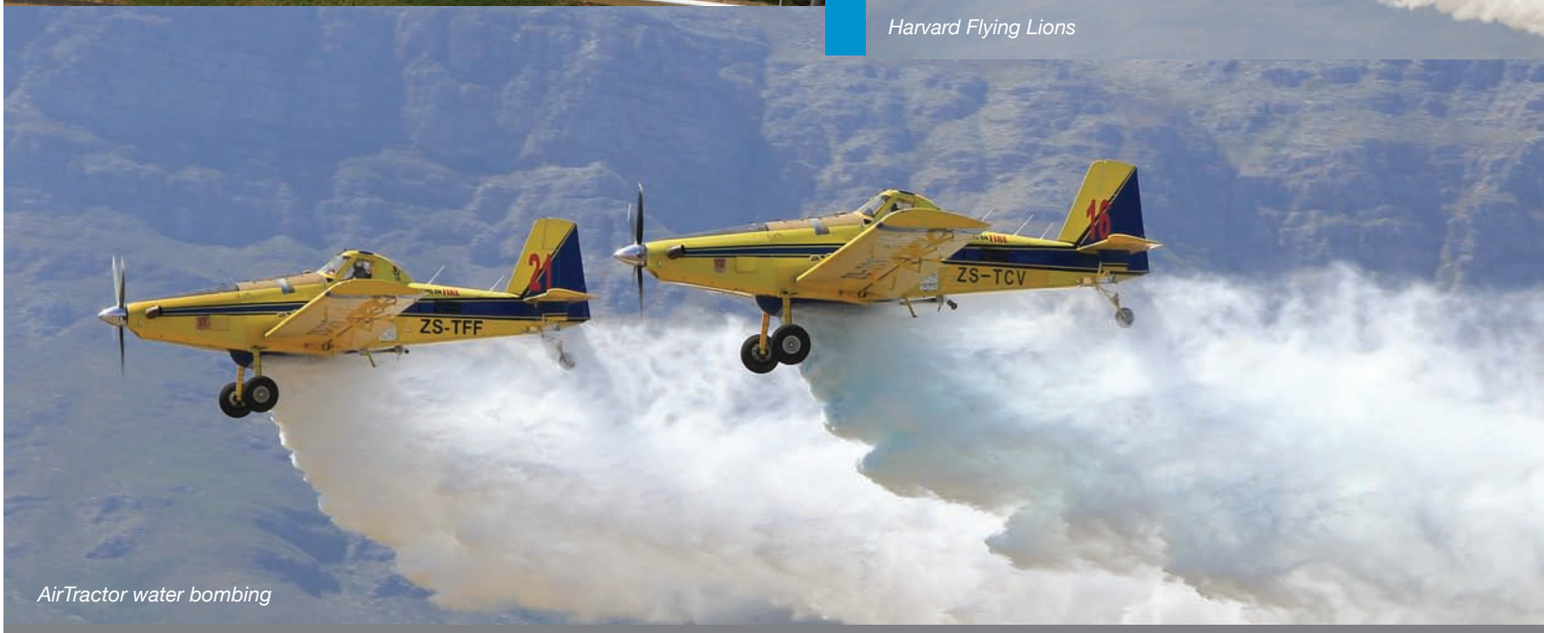
STELLENBOSCH

Harvard four ship break

Tucano replica

AIRLINK Embraer ERJ–19AR

Harvard Flying Lions



AirTractor water bombing

AIRSHOW

Article and photos by Louis Vosloo

The COVID pandemic has played havoc with public gatherings and just after the first lockdown was proclaimed in March 2020 the Stellenbosch Airshow had to be postponed.

With the arrangements on hold, the airshow was rescheduled and became the first one to be held after COVID 19 restrictions were sufficiently relaxed.

Set against a spectacular setting at the foot of the Helderberg mountains some 2000 spectators enjoyed a two-day event - 25 and 26 March – of a standard difficult to beat.

Predictably, aerobatics, performed by the crack Marksmen Aerobatic team flying a four-ship combination of Xtremeair XA-42 and MX-2 two seaters and Xtremeair XA-41 and Extra 33 single seaters and the ex-SAAF Harvard's of the Puma Aerobatic team (led by Scully Levin) stole the show.

Their brilliant routines were punctuated by an impressive solo performances by Patrick Davidson in his GB-1 Gamebird and Mark Hensman in his Yak 55.

Another hit was the display by the leading-edge firefighting Blackhawk helicopter (the only one of its kind in South Africa) and Huey helicopters demonstrating a crime "quick reaction" operation. But spectators found it hard to follow due to the number of static aircraft parked between them and the runway.

The financial and other challenges the SAAF faces in these times was evident by a rather limited display from that side with a single Astra formation flypast followed by a slick aerobatic display by a soloist likewise in an Astra.

Two flypasts by a vintage 35 Squadron C-47 Turbo Dakota were the only other SAAF action as the Oryx helicopter seen was there was purely to transport the Chief of the South African Air Force who attended the show as a guest of honour.

The vintage aircraft fraternity was represented by displays by a Boeing Stearman (Ivan van der Shaar), DHC Chipmunk (David Cook), a beautifully restored ex SAAF AM3C Bosbok (Pierre Gouws), a Howard DGA 15P (Alewyn Burger) and a L-29 Delfin jet trainer (Mile Weingartz), as well some crazy flying in a Piper J-3C Cub (Alewyn Burger).

Another flying display of note was that by Marko Nel in a Tucano replica -75% the size of the original Brazilian built military training aircraft and Jaco Henning and crew pulling off some low-level l flying in an Airlink Embraer 190 airliner.

All in all, it was a pleasant airshow in good weather, and the organisers, the Stellenbosch Flying Club, and all others involved must be congratulated for hosting it.

Huey with SWAT team

Hueys Boeing Stearman and Havard

Piper J3C Cub crazy flying

COMPOSITE V-TAIL INSTALLED ON SKY-GUARDIAN REMOTELY PILOTED AIRCRAFT

GKN Aerospace received the first composite V-tail by General Atomics Aeronautical Systems which was installed onto an MQ-9B SkyGuardian Remotely Piloted Aircraft (RPA).

GKN Aerospace and General Atomics Aeronautical Systems have worked together for many years on aircraft for military use, including the MQ-9A Remotely Piloted Aircraft.

Based on an agreement signed in 2021, the partners are now developing the MQ-9B SkyGuardian RPA and the marine version of the aircraft, the MQ-9B SeaGuardian.

The MQ-9B features both software and hardware upgrades when compared to the MQ-9A including the new, composite V-tail.

The first V-tail was manufactured at GKN's Cowes facility in the UK and was recently received by GA-ASI at its Poway, California facility and fitted onto an MQ-9B SkyGuardian RPA.

The composite V-tail will be standard equipment on the RPAs. The aircraft will be delivered to the UK Royal Air Force (RAF) for use as a protector RPA used for intelligence, surveillance, targeting and reconnaissance (ISTAR) missions. The Belgian defence and the Australian defence forces have also selected SkyGuardian RPAs for protective purposes.

"Our companies have worked together for many years, and we're thrilled to have GKN Aerospace as a strategic supplier for MQ-9B," said General Atomics -Aeronautical Systems vice president of international strategic development Robert Schoeffling.

"V-tails from GKN Aerospace are not only for the RAF's Protector, but the global MQ-9B fleet will use these tails manufactured in the UK as well."

GKN Aerospace's vice president defence - Europe, Rupert Dix said, "Our partnership with GA-ASI on the MQ-9B programme is an important development for our defence business and paves the way for continued growth of advanced aerospace manufacturing in the UK. Our team at the Cowes facility has worked very hard to get the V-tail line into full production while working to ensure on-time delivery of our quality products. We look forward to affirming our commitment throughout the lifecycle of this vital platform."

MEANDAIR'S GROWING WEATHER DATA SERVICE TO SKYDEMON

After a successful first year of supplying cutting-edge nowcasting data for SkyDemon's new Flyable Conditions feature, SkyDemon and Meandair have agreed to extend their relationship for the next few years.

On a daily basis, many SkyDemon users are actively checking Flyable Conditions and over time this represents a large proportion of dedicated SkyDemon pilots over time.

It has quickly become a very popular feature for SkyDemon. Their pilots' positive feedback focuses on the accuracy of the short-term nowcast data and the two-hour look-ahead function at the pilot's location.

Building on this success, SkyDemon asked Meandair to deliver a new nowcasting capability for identifying the lowest cloud tops as they are happening and above which "flyable visibility" exists. This will be integrated into SkyDemon's full service during the summer of 2022. SkyDemon was the first major client to exploit Meandair's specialized weather nowcasting technologies, and we're excited to extend this collaboration further.

Some of Meandair's activities are co-financed by the European Space Agency (ESA) through the ESA Space Solutions and are carried out in collaboration with Science [&] Technology and KNMI. Meandair B.V. is participating in the ESA Business Incubation Center Noordwijk, The Netherlands # For more information, please contact us via marketing@meandair.com or visit www.meandair.com
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The Commercial Aviation Association of Southern Africa NPC (CAASA) is a non-profit organization formed in 1944 to promote and protect the commercial interest of the general aviation industry in South African aviation.

Our member companies include airport operators, non-scheduled operators, business aircraft operators, flying training organisations, aircraft maintenance companies and companies offering a whole range of supporting and retail services.

If you are a company trading or operating in general aviation,then you should be a member of CAASA.

Pic: Pilatus Aircraft Corp.

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CELEBRATING 500,000 FLIGHT HOURS

It's no small milestone for Embraer's A-29 Super Tuncano world-wide fleet – that recently celebrated 500,000 flight hours.

With more than 260 units delivered, the aircraft has already been selected by more than 15 air forces worldwide, including the United States Air Force (USAF), as well as several countries in Latin America, including Chile, Colombia, Ecuador, the Dominican Republic and Brazil, the first aircraft operator in the world.

Developed in response to the demanding requirements of the Brazilian Air Force (FAB), the A-29 Super Tucano can perform a broad range of missions that include light attack, aerial surveillance and interception, and counterinsurgency.

The A-29 is rugged and versatile, being able to operate from remote and unpaved runways on advanced operational bases in hostile environments with little support - all with low operating costs and high availability (above 90%).

In addition to combat roles, the aircraft is widely used as an advanced trainer. Its ability to simulate combat missions and upload and download flight data has made it a highly effective training platform. As a genuine multi-mission aircraft, the A-29 is flexible enough to provide air forces with a single platform for light attack, armed reconnaissance, close air support, and advanced training, thus optimising their fleets.

In short, the A-29 Super Tucano represents the gold standard in its field, combining superior aircraft performance with 21st-century weapons, integrated sensors and surveillance systems to create a highly effective component of airpower.

Other customers include Indonesia, Lebanon and the Philippines. In Africa, customers include Burkina Faso, Mali, Mauritania, Angola and, most recently, Nigeria.

Angolan operator Bestfly has expanded its fleet of Leonardo helicopters in support of the offshore energy sector with the purchase of an intermediate twin AW139 for delivery in the third quarter of 2022. (Photo: Leonardo)

OFFSHORE HELICOPTER FLEET EXPANDS

Bestfly has expanded its fleet of Leonardo helicopters configured for offshore transport missions in Angola.

The recent order of Bestfly's first fully owned AW139 intermediate twin engine, is expected to be delivered in the third quarter of this year.

The aircraft adds to two previously leased AW139s and four AW169 light intermediate twins purchased at the end of 2021, that made Bestfly the first local operator to introduce the AW169 to the African market.

This latest AW139 contract potentially paves the way for further sustainable growth of the operator's rotorcraft fleet in the region. Bestfly's fleet of helicopters is expected to consist of seven Leonardo aircraft by the end of 2022, and with a total fleet of 30 aircraft.

Bestfly's AW139 and AW169 helicopters are intended to conduct onshore and offshore passenger and equipment transport in the energy mining and tourism industries in Angola. They will make use of the aircraft's latest technology and navigation/mission avionics, certification and safety standards, performance with the largest cabin in their respective categories. This latest order provides further evidence of the potential in the African energy market for Leonardo's latest generation helicopter models.

The African oil and gas are showing promising signs, considering reserves and the opportunities for new projects. With over 200 units, the helicopter fleet comprises types from various OEMs supporting the energy industry in Africa which is one of the biggest in the world.

Over the last eight years, Leonardo has been the only manufacturer able to expand its presence in the African offshore market, almost doubling the number of aircraft thanks to the AW family range of models (the AW139, AW189 and, more recently, the AW169).

With over 60% of the existing offshore helicopter fleet still made of old design types, Leonardo's state-of-the-art helicopters are well positioned to meet fleet replacement and modernisation programmes among operators in the region.

The AW139 has logged orders for over 1,250 units from more than 290 customers in over 80 countries and is the benchmark platform in the energy industry today.

The AW139 features state-of-the-art avionics with advanced navigation and collision avoidance systems to enhance situational awareness and reduce pilots' workload, unmatched speed, power margins and overall performance.

HISTORIC HOMEBUILT AIRCRAFT

And the Van's RV will also join in

A number of iconic homebuilt aircraft designs will be celebrating notable anniversaries this year at EAA AirVenture Oshkosh, which annually brings together the world's largest gathering of amateur-built aircraft. The 69th edition of the Experimental Aircraft Association's fly-in convention will be held July 25 - 31 at Wittman regional airport in Oshkosh, Wisconsin.

"Many of our members build their own airplanes from kits or sets of plans and each year, more than 1,000 of these amateur-built aircraft are among the 10,000-plus aircraft that arrive here for AirVenture," said Charlie Becker, EAA's homebuilt community manager.

"In 2022, several popular designs are celebrating their anniversaries, and we invite all owners of those aircraft to come to Oshkosh to help commemorate the occasion."

Anniversary aircraft owners are encouraged to pre-register so they can receive updates on special events, parking, and other activities connected to their airplane type.

Among those aircraft designs reaching important anniversaries in 2022 are:

- Dyke Delta 60th anniversary - one of the most unusual homebuilt aircraft designs, including the rare delta wing
- Fly Baby 60th anniversary - an ultra-economical, single seat design with a goal of flying fun
- Acro Sport 50th anniversary - a fully aerobatic biplane designed by EAA founder Paul Poberezny
- KR-1 50th anniversary – a single-seat design that often serves as an airframe for auto-conversion engines
- VariViggen 50th anniversary - one of Burt Rutan's first homebuilt designs that is still a unique profile at any airport
- Van's RV 50th anniversary - the world's most popular aircraft kit, with more than 11,000 completed

Pre-registration is available online at https://www.eaa.org/airventure/features-and-attractions/airventure-highlights/featured-aircraft-anniversaries

Anniversary aircraft will be featured throughout the week at Oshkosh in flying demonstrations, forums, displays and other events.

EAA AirVenture Oshkosh is known as "The World's Greatest Aviation Celebration" and EAA's membership convention.

Additional information, including advance ticket and camping purchase, is available at www.EAA.org/airventure.

The Acro Sport will celebrate its 50th anniversary this year at EAA AirVenture

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3280 Hours TT Airframe, 1405 Hours SMOH Engine Recent paint and interior.
Neat as a pin.

Price: R650 000 Incl. Vat

2015 Airvan 8

2000 Hours TT Airframe,
100 Hours TT on a factory Lycoming Engine.
G500, GTN650, TCAS, StormScope, EDM930.
Ready to work or play.

Price: US$ OFFERS

Ford GT40

Gulf Paint Scheme with cleared-in decals to last forever. One owner since 2008.

Price: For what have you -
Swap Value: R400 00

Lancair Evolution Turbine S/N 037

1250 Hours TT All Components.
Extended range fuel tank, weather radar
New Paint by Robin Coss, Thermal De-Icing

Price: US$ 930 000

***1967 Mooney M20F Executive**

5330 Hours TT Airframe,
885 Hours SMOH. Recent comprehensive once-over by SA Mooney

Price: R 780 000

1961 Alouette 2

11400 Hrs TT Airframe.
1000 Hrs SMOH Engine.
12-Year Inspection Due 2029

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***Classic 1948 Cessna 170**

Immaculate example with all records from new.
A genuine collector's item.

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1994 Mooney M20R Ovation

A rare, low time, original
Gen 1 Ovation.
Call for further details.

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***2008 Mooney M20TN**

800 Hrs All Components SNEW.
G1000 / GFC700 / TCAS / TKS / Oxygen.
No Damage.
The ultimate high altitude cross-country machine.

Price: US$ 325 000

OTHER AIRCRAFT FOR SALE

2008 Mooney M20TN Acclaim
4 x 2015 Airvans
1948 Cessna 170 Ragwing
2008 Whisper Motor Glider
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MILLIONS OF CRITICAL TEST KITS DELIVERED

In recent weeks, Air Charter Service, has arranged more than 65 charter flights carrying 3,000 tonnes from China to Australia. Each flight had more than one million Covid test kits on board.

Air Charter Service has stepped in to assist in the supply of Covid-19 test kits

The test kits are provided free to all Australian households and the demand in the country has been extremely high.

This prompted a requirement of a series of charter flights to speed up the supply chain. ACS arranged flights from several airports in China, where the kits are manufactured, with the majority flying out from Shenzhen.

Due to the shortage of freighter capacity around the world, ACS sourced passenger aircraft that had all the seats removed, allowing a higher volume and payloads of up to 50 tonnes on some of the flights. The charters were managed by ACS's Australian and Singapore cargo teams utilising Airbus A330-200s, A330-300s and A340-300s. Jason Bird, assistant director and head of cargo at Air Charter Service Singapore, flew to Perth to oversee and help in the offload of several of the charters to ensure that everything ran smoothly and on schedule.

"With so many charters in such a short timeframe it was essential that every flight stuck to its schedule. We are proud to be able to help rapidly transport these test kits from China here to Perth and other parts of the country, to help to get them distributed across Australia," said Bird.

Due to the majority of test kits being manufactured in Asia, Air Charter Service's offices across the Asia Pacific region have been instrumental in transporting billions of test kits over the past two years to countries around the world.

PILATUS FLYING HIGH

Despite the difficult circumstances, Pilatus recorded a new production record of 152 aircraft deliveries.

Sales netted 1.3 billion Swiss francs, an operating result of 210 million and incoming orders worth 1.7 billion francs – all of which a very good result.

This translates into a growth in sales of 19 percent and a 35 percent higher operating result compared to the previous year.

The total number of aircraft delivered is as follows: 45 PC-24s, 88 PC-12 NGXs, 17 PC-21s and 2 PC-6s.
High demand in both business units saw Pilatus succeed in concluding a follow-up order with France for nine PC-21s.

Another highlight was the successful presentation of the PC-7 MKX, a brand-new smart basic trainer for military pilot training. There was a boom in the general aviation markets, which greatly benefited the PC-12 NGX and PC-24.

Besides the many highlights which shaped the past year, Pilatus also had to contend with some turbulence such as disruptions to supply chains and supply bottlenecks which had a negative impact on production. The efficiency of the work processes suffered, resulting in higher costs.

"Thanks to a great deal of hard work and flexibility, we achieved a very good result of which the entire crew may be justifiably proud. Demand for our products and services has rarely been so high. Meeting customer expectations despite unreliable supply chains and continuing deglobalisation will, however, ensure our work remains challenging," said Markus Bucher, CEO of Pilatus.

BONUS FOR ALL STAFF

Once again, the 2100+ employees at the head office in Stans received a share in the company's profits.

An amount equivalent to around one and a half month's salary was paid to all as a bonus. Pilatus also took various measures to enhance its attractiveness as an employer and win the most talented candidates for its future projects.

CHANGE AND REINFORCEMENT IN THE BOARD OF DIRECTORS

Dominik Burkart and Annette Rinck were re-elected and newly elected onto the Board of Directors.

Dominik Burkart served as a member of the Board of Directors from 2014 to 2021 and will now represent the shareholder side on the Board of Directors.

The newly elected 57-year-old Annette Rinck is currently president & CEO of Leica Microsystems and has over 20 years' experience in global industrial companies.

She worked at Honeywell for the past seven years, most recently as general manager, global brands and in the building management systems division. She has a PhD in business administration/strategic marketing.

Gratian Anda, who has served as vice chairman of the Board of Directors since 2006, did not stand for re-election. He will remain closely connected with Pilatus as a shareholder. Pilatus thanks him for his constant support and many years of service as vice chairman.

Lukas Gähwiler, previously a member of the Board of Directors, was elected as the new vice chairman.

With immediate effect, the Pilatus Board of Directors is therefore composed as follows: Hansueli Loosli (chairman), Lukas Gähwiler (vice chairman), Martin P. Furrer (member), Mario Rossi (member) and the newly elected members, Dominik Burkart and Annette Rinck.

OUTLOOK FOR THE CURRENT YEAR

Loosli said, "We will see further turbulence in 2022. But we have got off to a good start and we look to the future with confidence. Pilatus has a unique product range and quite simply the best products in their respective niches. We also have a good order book, which provides us with a solid foundation. The re-inforced Board of Directors, together with the entire Pilatus team, will do all we can to fly Pilatus into a promising future!"

A VERY FAST TURBOPROP WITH DIGITAL POWER

Daher's latest version of its TBM single turboprop aircraft family – the TBM 960 has been unveiled. Photo credit and copyright Eric Magnan.

Daher chose the annual Sun n Fun event at Lakeland, Florida last month to unveil the latest high-end version of its TBM pressurized single turboprop aircraft family – the TBM 960 – which incorporates Pratt & Whitney Canada's advanced PT6E-66XT engine and a fully digital e-throttle, along with a digitally-controlled cabin that incorporates an all-new environmental control system, LED ambience lighting and electrically-dimmable windows.

The TBM 960 was introduced at the Sun 'n Fun Aerospace Expo in Lakeland, Florida, where Daher is exhibiting the first production airplane (exhibit stand #MD-22B).

"The TBM 960 is the quintessential TBM, representing the fifth evolution of our very fast turboprop aircraft family since the TBM 900-series' introduction in 2014," commented Nicolas Chabbert, the senior vice president of Daher's aircraft division.

"It takes the maximum advantage of today's turboprop technology to provide digital control of the engine and the propeller."

The TBM 960 retains the rapid speed of Daher's TBM family while enabling lower fuel consumption.

At Daher's recommended cruise setting of 308 kts., the fuel consumption is only 57 US gallons per hour, which is a 10% fuel economy compared to maximum cruise setting for more sustainability.

At the heart of this latest TBM version is the intelligent PT6E-66XT powerplant and Hartzell Propeller's five-blade Raptor™ composite propeller, both of which are linked to the dual-channel digital engine and Propeller Electronic Control System (EPECS).

With the EPECS, the PT6E-66XT's start-up is fully automated after a single-switch activation.

The cockpit's power lever is an e-throttle, using a single forward position from take-off to landing – with the EPECS optimizing powerplant performance throughout the flight envelope while Daher unveils the TBM 960 at Sun 'n Fun Aerospace Expo reducing pilot workload by integrating all functions and protecting the engine's life.

Analysis of engine parameters is driven by 100-plus smart data inputs.

The Raptor propeller is fully integrated into the propulsion system. It is specifically designed to reduce overall weight and improve the TBM 960's take-off distance, climb and cruise speed.

Turning at 1,925 rpm during maximum power output, the Raptor contributes to limiting noise and vibration. Its sound level during take-off is just 76.4 decibels, meeting the most stringent international noise standards.

With its G3000 integrated flight deck, the TBM 960 retains Daher's e-co-pilot concentration of technological innovation and safety systems in the TBM, which can be compared to an "electronic co-pilot."

This includes an icing protection system, flight envelope monitoring through the Electronic Stability and Protection (ESP) and the Under-speed Protection (USP) systems, the Emergency Descent Mode (EDM) function, as well as the game-changing HomeSafe emergency Autoland system.

New to the TBM 960 is the Garmin GWX 8000 doppler weather radar with advanced surveillance features such as lightning and hail prediction, turbulence detection, zero blind range for close-in returns, and ground clutter suppression.

The TBM 960 also is the first application of Garmin's GDL 60 next-generation data transmitter for automatic database upload and interconnection with mobile devices. The TBM 960's Prestige cabin extends Daher's use of digital power inside the aircraft, featuring an all-new environmental control system, LED ambience strip lighting integrated into both sides of the overhead ceiling panel, and electronically-dimmable windows – all controlled by a Passenger Comfort Display (PCD).

Enhancements in the cabin's style and comfort also include new ergonomically enhanced seats, USB-A and USB-C power plugs, individual cupholders and headset hangers for each occupant.

For the TBM 960, a fifth TBM paint scheme – called Sirocco, based on the creativity of French designer Alexandre Echasseriau – has been added to the aircraft's style customisation possibilities.

A CubCrafters Carbon Cub frames the AOPA tent at the Sun 'n Fun Aerospace Expo. Photo Niki Britton

ALL THE PLANES ON THE GROUND AND IN THE AIR

By Selise Askeland, GlobalAir.com

Last month the world of aviation experienced one of the largest aviation events in the world – the Sun 'n Fun Aerospace Expo. The event is Florida's largest annual convention and welcomes over 200,000 aviation enthusiasts to Lakeland Linder International Airport (LAL) affectionately known as "Spring Break for Pilots."

It was the 48th anniversary of the expo, held every year since 1974 - excluding 2020 – and this one signalled the start of a post-COVID world and the return to normalcy. There were no face masks required at indoor exhibits and social distancing was voluntary. No proof of vaccination was required at the expo.

Similar to years past, there were daily activities for spectators, from watching fly-bys and airshows to vendor exhibits, interactive activities and even a career fair.

This year marked the highest turnout ever for the week-long event, putting pressure on next year to break the record. In anticipation of a higher turnout than normal this year, organisers added an additional 15 acres of camping to accommodate the crowds.

Flying into Sun 'n Fun is a unique experience, but camping next to your aircraft or even under its wing takes the fly-in to a whole new level.

NAVIGATING THE WEEK-LONG AVIATION EVENT

When planning to attend Sun 'n Fun, make sure you get to the site early or be prepared for a long hike through the parking lot of the expo.

Thousands of aviators, young and old, were more than prepared to rush the gates and into the field for exploration.

Once you walk through the ticket gate, you follow the stream of enthusiasts to the more than 500 booths set up by vendors. Many hangars feature companies ready to educate, sell, and share aviation-related knowledge, products, and services. Some of the biggest names in general aviation attended the event to showcase new aircraft, including Daher, Diamond, Piper and Beechcraft.

Passing through this section, you move into Warbird Country, where you are met with some incredible and rare static displays, including the B-1, C-17, P-51 Mustangs and BPY Catalina.

Each day offered a new air show with performances by Patty Wagstaff, Lee Lauderback, Kyle Fowler, the Aeroshell Aerobatic Team and the Thunderbirds.

This year the US Air Force Thunderbirds exhibition team performance marked the 75th anniversary of the Air Force. They have not appeared at Sun 'n Fun since 2016 but returned with flawless performance

SUN N FUN IS SHAPING THE FUTURE OF AVIATION IN MORE WAYS THAN ONE

The Expo acts as a fundraising event for the Aerospace Centre for Excellence (ACE), an aerospace-themed summer camp and student outreach programme. Established in 2014, this organisation's goal is to build a brighter future through aviation by educating, engaging and accelerating the next generation of aviation professionals.

The airport houses the ACE's 14-building aerospace STEM facilities. I was able to tour the education centre and museum, which showcased the incredible amenities available to attendees. ACE offers a simulation bay, 3D Printing Lab and a four-projector sphere lab.

"Sun 'n Fun is the largest fundraiser of the year in support of the Aerospace Centre for Excellence, which helps provide a pathway for students into careers in the sciences," said John 'Lites' Leenhouts, ACE's former president and CEO. This year marked Leenhouts' last Sun 'n Fun as President.

The Aerospace Center for Excellence (ACE) and SUN 'n FUN Aerospace Expo (SnF) Board of Directors are thrilled to announce that Gene Conrad has been named the organization's new President/ CEO commencing April 11, 2022.

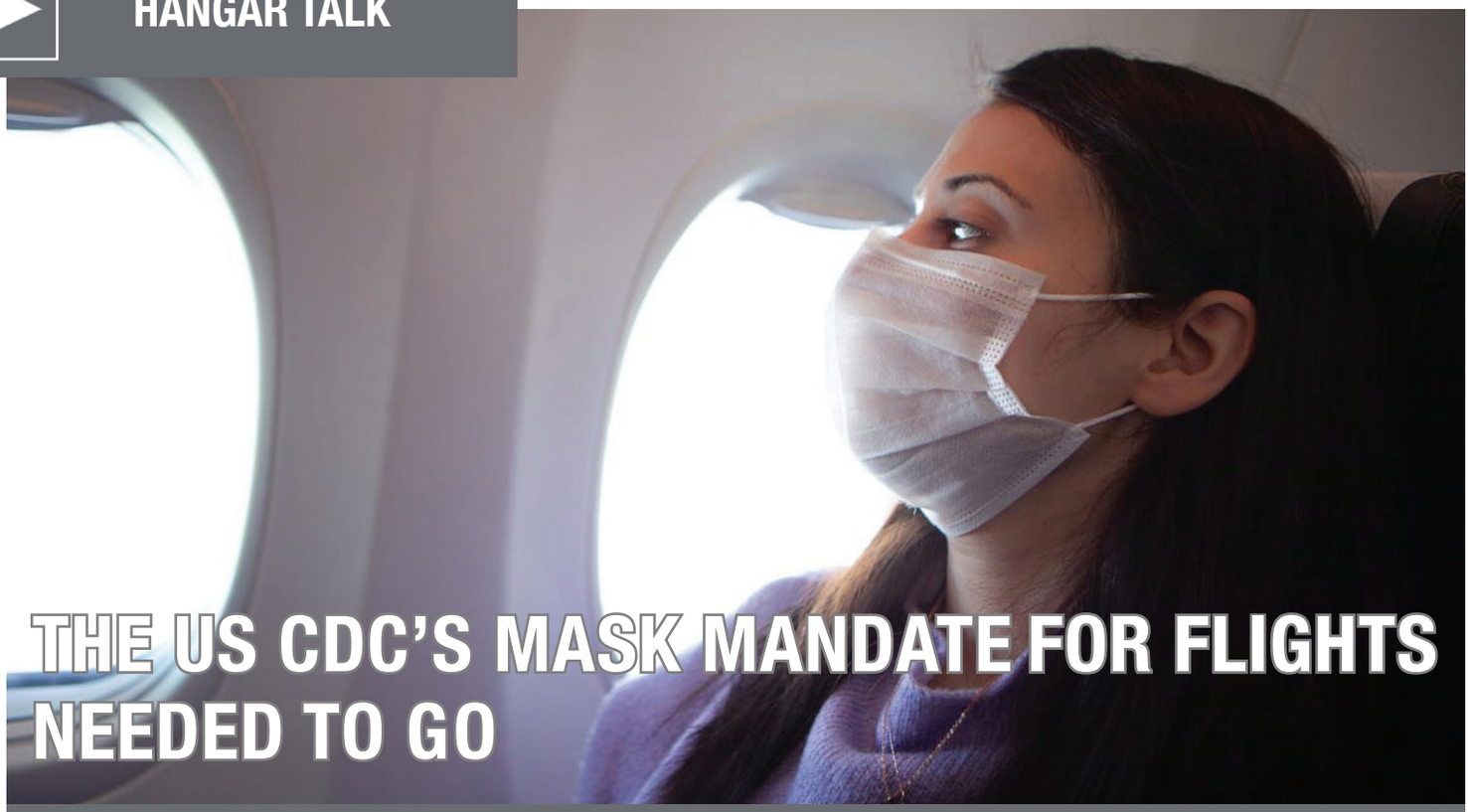
A LITTLE LESS SUN BUT A WHOLE LOT OF FUN

This year Sun 'n Fun event attendees experienced every weather season in one week. Tuesday and Wednesday were hot and humid like a classic Floridian summer day. Thursday saw rainstorms all day as a cold front pushed in from the Gulf. By Friday, Spring had sprung with temperatures in the mid-70s, giving air shows the perfect backdrop of sunny skies.

But attendees weren't off the hook just yet. Saturday saw significant wind and temperatures down in the 50s, causing multiple delays in activities. But the fly-in ended on a sunny note as the weather returned to normal for Sunday.

The event ended with its incredible annual firework show.

This photo of the US Special Operations Command's Boeing C-17 Globemaster 111 was taken at last year's event. Photo credit Ernst Peters (The Ledger)



THE US CDC'S MASK MANDATE FOR FLIGHTS NEEDED TO GO

21 US states are challenging the US Transportation Security Administration (TSA) face mask requirement. Photo: Getty Images

By Henry Olsen

Leftists predictably criticised the ruling from a US federal judge recently that voided the Centre for Disease Control and Prevention's mask mandate in transportation settings. They are wrong. The decision was sound not only as a matter of law, but also a matter of public policy.

Judges decide legal questions, not political ones. That means critics of a judge's ruling must first examine the merits of their reasoning.

On that, US district judge Kathryn Kimball Mizelle had to decide two separate questions: whether the CDC had the legal power to issue its mandate, and if so, whether it exercised such power within the bounds of the Administrative Procedure Act.The judge properly ruled against the CDC on both counts.

As John Hinderaker, a lawyer writing at the Powerline blog, cogently explains, the CDC has no statutory authority to issue rules affecting national public health, so the agency instead relied on a vague power to issue rules pertaining to "sanitation" as the legal basis for its sweeping mandate. Mizelle's ruling carefully parses the law and finds that national masking mandates to prevent the spread of disease are not measures to enhance sanitation.

The CDC also failed to follow the law in terms of how it issued its mandate. The Administrative Procedure Act requires agencies to allow for public notice and comment on proposed rules to ensure that the rulemaking power delegated to agencies is not carried out in secret. It also preserves some type of democratic input akin to what occurs in Congress, which alone has constitutional authority to pass laws.

The CDC issued its mandate without any notice and comment period. While this might have been acceptable in the early, emergency phase of the pandemic, it was clearly not acceptable to bypass this democratic requirement as the health crisis stretched into its second and third years.

If lawmakers wanted a mask mandate for flights, they could have simply passed a law that gave the CDC legal authority to issue the rule. Also, they could have amended the Administrative Procedure Act to waive notice and comment in discrete cases such as in a pandemic. Congress summoned the will to pass a series of pandemic relief bills, but never saw fit to make either of these changes. The fact it chose not to has clear consequences.

The judge's ruling also makes sense policy-wise at this point in the pandemic. Mask requirements are significant infringements on personal liberty and ought to be employed only in extreme circumstances. Two years ago, covid-19 cases were overwhelming hospitals, and there were few effective treatments for those who fell ill. Neither is the case today, thanks to the development of vaccines and advanced therapy options. The limited public health gains from the CDC's mask mandates are easily outweighed by the increased freedom people would have by being able to go maskless.

This is especially true when considering how small those gains likely were. The CDC, unlike some European health authorities, did not establish substantive guidelines for the types of masks that qualified, yet it's clear that not all masks provide the same protection against the spread of viruses.

The cloth masks that people commonly wear provide only limited value in preventing spread. A serious mask mandate would have required people to use high-quality respirators, such as N95 masks. While the CDC recommends such masks, the fact that it never imposed such a mandate is one reason its rule was increasingly derided as "covid theatre" by critics. That sort of mockery is never good for the rule of law.

The covid-19 pandemic was a terrible tragedy, but tragedies should never be used as justifications for blithely casting aside democratic norms and the rule of law. Mizelle's ruling rightly protects those sacred principles and should be praised, not scorned.

Article courtesy: The Washington Post : https://www.washingtonpost.com/opinions/2022/04/19/cdc-mask-mandate-flight-airplanes-transportation-had-to-go/