NEW AIRCRAFT

There are a few new turboprop projects in the works, but several have stalled because of ongoing development paths that have accumulated some market skepticism. Some promising designs that face capitalization challenges, exacerbated by global economic condi-
tions, are struggling to attract government agencies, with the nascent and unpredictable returns.

A review of those factors one common question remains: Can a low-risk turboprop development path form on whose investment requirement for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?

A review of the 2011 GAMA annual shipment data spells out the risk, agility and capital requirements in terms of enormous investment requirement for a new aircraft certification program?

The name of the game in this environment is “risk minimization,” according to Piper Aircraft president and CEO Paul Cornwall, who flew the landmark development program.

The key question is how to design a new turboprop single that delivers a clean-sheet-of-paper turboprop in this category—certified—is an enormous investment required for a new aircraft certification program?
© 2012 AIN Publications. All Rights Reserved. For Reprints go to www.ainonline.com

business turboprops
2012

Extra EA-500

Last year Extra Aircraft decided to host its facilities at the new USAF test facility until it achieves FAA certification of this all-composite German design. A more pressing problem might be that the six-seat aircraft’s order book remains single-digit. The 51.75 million pound aircraft is powered by a 450-shp Rolls-Royce 250-B137 that burns 19 gph and turns a five-blade propeller. Cruise speed is 225 knots at FL230 and maximum range is 1,400 nm. New production aircraft will be equipped with Avidyne Entite8 R9 avionics, and that glass-panel avionics system has received EASA installation approval.

GippsAero GA10

Gipps began flight-testing its new GA10 utilitarian single in May and says it remains on track for certification next year. The GA10 is a stretched turboprop version of the company’s powered-GAS Airvan. The 16-passenger GA10 is powered by a 450-shp Rolls-Royce 250-B137F, will have an empty weight of approximately 2,400 pounds and a TBO of 5,000 hours. The aircraft is capable of carrying 362 pounds of payload. The GA10 will be manufacured by a Czech company, with 15 airplanes ordered for delivery in 2013 and 2014. The aircraft will be certified by the EASA.

Kestrel

The original Kestrel prototype first flew in 2005 when the company was called Fairthrough Aircraft. Following bankruptcy reorganization, the company attracted several new investors and in 2010 formed Kestrel Design CEO Alan Klapmeier joined the company. While the lone, all-composite prototype was powered by a 1,000-shp P&WC PT6-67A, in 2011 the company announced that power on production aircraft will come from Honeywell’s TPE331-1AV8B20. Get ready to 1,000 ship (5,000-hour warranty). The aircraft subsequently underwent a redesign. A new representative mockup was revealed earlier this year. It features a four-to-five-seat executive interior on par with the most modern business jets. The Kestrel is equipped with long-life grey-wood veneer, upscale leathers, a wrap-around windshield allowing views of both wingtips. The Outlook interior is basically done and that is a huge part of both wingtips.

Evektor

Evektor claims interest from several air forces and is marketing the aircraft to entities currently flying Cessna Coops 402/404 piston twins and Antonov An-12s. The Outlook features a quick-change cabin that can be reconfigured in 20 minutes. Power comes from a pair of P&W PT6A-21s rated at 536 shp each. Maximum speed at FL100 is 220 knots and maximum pay load is 6,000 pounds. The volume of the combined cargo/passenger area is 447 ft³ and the maximum cargo payload is 1,001 pounds. Evktor claims the Outlook can take off from, and land on, runways of less than 1,700 ft at 500- foot elevation. In March, the company announced the selection of Exelis’ CMC SmartDeck integrated digital avionics system as standard equipment.

GippsAero GA18

Gipps is working on an updated version of the classic General Aircraft Factory N24 Nomad trike which it is re-badging GA18. Gipps’s plan for the aircraft includes an 18-passenger layout with quick-change options among passengers, cargo and combi. Gipps intends to fly the airplane this year, with certification (Part 23, Amendment 62-Carrier) and initial deliveries following in 2014. The aircraft will likely be powered by a pair of upgraded Rolls-Royce 415-shp engines and receive new propellers and a modern glass cockpit, while retaining its historic Skof capabilities, easily using runways shorter than 2,000 ft. Maximum cruise speed is 170 knots and range is 1,000 nm with 2,200 pounds of payload. Maximum useful load is 4,405 pounds. The GA18 will be manufactured at Gipps’s factory complex in Victoria, Australia.

NAR Sas

Estimated certification for India’s home-grown turboprop twin pusher has slipped again this time to 2015 as the project is now in its third decade of development. National Aerospace Lab oratories (NAL) is constructing a third prototype—the first was overweight and the second crashed in 2009 with more composite content, including the wings, to cut weight and increase speed. The Saras also is being modified to a pair of more powerful engines (this time P&W PT6A-70As producing 1,200 shp each) and a modern glass cockpit. To date, the Indian Air Force (IAF) remains the sole customer, with 15 airplanes ordered for pilot training and patrol missions.

36 Aviation International News • November 2012 • www.ainonline.com

International News 37