

AirVenture 2014 –

a week of excitement

Henry M. Holden reports from Oshkosh



THE RECENT annual AirVenture brought a little bit of everything aviation from innovative homebuilt aircraft, the latest in General Aviation aircraft, to avionics, and equipment.

It was no surprise Honda Aircraft's first production HondaJet made its public debut. HondaJet has become a "regular" at AirVenture over the last several years, so this was just the latest in a long line of milestones

celebrated at AirVenture.

"My first time in Oshkosh was in the late 1980s," said Michimasa Fujino, CEO of Honda Aircraft. "And I remembered being so impressed by all the new aircraft and new concepts. I was shocked to learn about homebuilders building their own aircraft in garages. I was even more surprised that they flew them."

That ignited a dream in Fujino to design an

aircraft and debut it at Oshkosh. His dream came true at AirVenture 2005, with the debut of his HondaJet. Fujino said the first deliveries of the HondaJet were scheduled for 2015.

This year marked the 10th anniversary of the Sport Pilot/Light Sport Aircraft regulations. This created a new marketplace of aircraft and a new and innovative way of certifying aircraft through consensus standards rather than traditional Type Certification.



This is the Thunderbirds' mirror formation flying at its best – just the proverbial coat of paint separating the two aircraft.



The Icon A5 amphibian thus became the first LSA production aircraft in history to be designed for, and completely comply with, the Federal Aviation Administration's full-envelope Part 23 spin-resistance standards once production starts.

This is a safety advancement that can significantly reduce the number of loss-of-control accidents resulting from stall/spin scenarios, which are the most significant cause of fatal general aviation accidents. The company's goal of attaining LSA approval for the design is by May 2015.

ONE WEEK WONDER PROJECT

A hands-on experience in building your own airplane was offered by Zenith Aircraft at the "One Week Wonder" display, where a complete Zenith CH 750 Cruiser kit aircraft was assembled from scratch and rolled out in just seven days.

Throughout the week there was a scent of infectious enthusiasm in the air. This was one of the highest visibility projects of AirVenture 2014—the assembly and initial taxi testing of the Zenith CH 750 Cruiser.

Charlie Becker, EAA's manager of homebuilt programmes, said: "We want people to discover that building an aircraft is not complicated. It's within the reach of just about anyone watching this project take shape during the week, and participating in it themselves. This is a fun,

interactive opportunity that will show thousands of people how an airplane goes together."

The One Week Wonder project was also intended to showcase how people can build their own airplane, the technical achievements along the way and EAA support programmes for aircraft builders. The first 5 000 people who pulled a rivet received a One Week Wonder commemorative pin, a digital photo as a keepsake, and the opportunity to sign their name in "The World's Largest Builders Log." An EAA webcam showed the building of the airplane in real time.

PILOT DEVELOPMENT PROGRAMME

World Airnews sounded the alarm in the Flarepath column of the April issue regarding the upcoming pilot shortage.

Boeing announced at AirVenture, a comprehensive global training solution that provides all the training a pilot needs, from basic theory through qualification as a commercial jet first officer.

The 2014 *Boeing Pilot and Technician Outlook* — a respected industry forecast of aviation personnel required to meet the industry's demand over the next 20 years — projects a global need for 533 000 commercial airline pilots and 584 000 maintenance technicians by 2033. That equates to a need for nearly 27 000 new commercial airline pilots and 29000 new maintenance technicians

globally each year.

David Wright, director, Boeing Pilot Development Programme said: "Boeing has been talking about this demand for years. This programme is our answer, and an investment in the future of aviation personnel."

Boeing's subsidiary, Jeppesen, will provide initial screening and *ab initio* training, including a competence evaluation in Aviation English, foundational aviation knowledge, and migration from practical ground and flight training, to an Airline Transport Pilot Licence.

Boeing and Jeppesen developed a jet-bridge course, providing high-performance jet theory, with fixed- and full-motion simulation — all from an airline operations perspective.

"The Boeing Pilot Development Programme is designed to train operationally ready pilots," said Wright. "But no single company can close the gap in demand. This is an industry issue, and can only be solved by innovative, industry-wide solutions."

MOONEY IS BACK

Mooney, which announced a reboot of its iconic brand with new investors early this year, reaffirmed its presence at AirVenture with the first delivery of its M20TN Acclaim Type S since restarting the production line after a five-year hiatus.

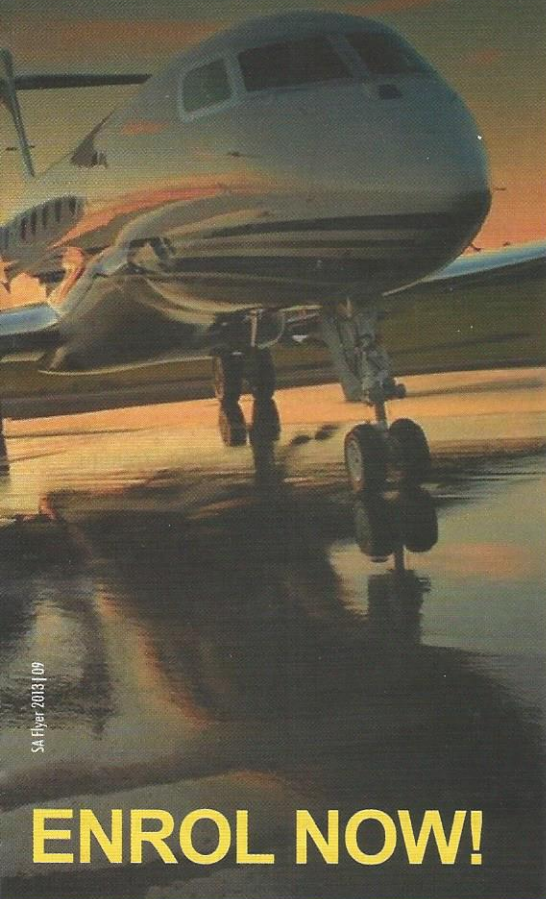
"In eight short months we have re-activated our manufacturing facility with new



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equipment and many new technical advances," said Dr. Jerry Chen, Mooney's CEO. "Mooney has a rich 85-year history, and our plan is to build the organisation for the next 85 years and beyond."

BEECHCRAFT MILESTONES

Beechcraft Corporation celebrated two important King Air milestones at AirVenture – the 50th year of King Air production, as well as the first anniversary of a record-breaking order from Wheels Up, a membership based private aviation company.

The order from Wheels Up represents the largest order in history for general aviation turboprop aircraft, encompassing up to 105 King Air 350i aircraft and including maintenance, service and support.

"With the King Air family of products on display at Oshkosh this week, it is fitting to recognize two major milestones that speak directly to the reputation of this great airplane," said Christi Tannahill, senior vice president, Turboprop Aircraft. "Flexible, reliable, efficient, high quality – these are characteristics that have defined the King Air through the years, and now Wheels Up members are experiencing these characteristics as well."

Since the first flight in January 1964, nearly 7 400 King Air aircraft have been delivered, making it the best-selling business turboprop family in the world.

COMMITMENT TO DIESEL FUEL

Cessna confirmed its ongoing commitment to developing alternate fuel solutions for the general aviation market with the launch of the Turbo Skyhawk JT-A, joining the Turbo Skylane JT-A as the latest diesel powered platform in its single-engine product line.

"We've been working for a few years now to find new, reliable alternate fuel solutions for the Cessna Skyhawk," said Joe Hepburn, senior vice president, Piston Aircraft. "We want to meet changing environmental regulations, particularly in Europe, as well as the limited global supply of currently used 100 low-lead gasoline."

"Technology has led us to the Turbo Skyhawk JT-A. The recent advances and growing maturity in diesel engine technology in the aviation market now give us the means to satisfy a growing demand around the world."

Like the Turbo Skyhawk JT-A, the Turbo Skylane JT-A features the Garmin G1000 avionics suite, but offers greater speed and useful load. FAA certification of the diesel-powered Turbo Skylane JT-A using the Safran-made SMA SR305-230-1 engine is expected soon.

FIRST FLIGHT

The Cessna Citation CJ3+ business jet has successfully completed its first flight. During the 73-minute flight all systems performed as expected. The new aircraft, which was announced in March, is an upgrade of the CJ3, with a Garmin G3000 flight deck and ADS-B capability.

The aircraft will be single-pilot certified and seats up to nine passengers. It has a range of 2 070 nm and a maximum cruise speed of 416 knots. FAA certification and first deliveries are expected by the end of this year.

SUPERFORTRESS RESTORATION

After spending 42 years deteriorating in the western Mojave Desert at the US Naval Weapons Testing Centre, "Doc" was rescued in 1998, by Toni Mussolini, and a group of volunteers.

Despite initial roadblocks, Mazzolini's passion and persistence will soon culminate in the form of a flying museum with a specific mission – "To honour, educate and connect."

"Doc" is one of only two airworthy Superfortresses worldwide, and there are no known remaining B-29 airframes restorable to flying condition.

Later this year, "Doc" is scheduled to take flight for the first time in more than 60 years. "We're definitely very close," said Jeff Turner, "Doc's Friends" chairman. "But we need the entire community to rally behind Doc and help get it out of that hangar and into the air."

IN MEMORY OF PAUL

A celebration of the life of Paul Poberezny, the founder of EAA was held on the Sunday. He died soon after AirVenture 2013, at the age of 91.

The ceremony featured a Missing Man formation led by the EAA B-17 "Aluminium Overcast," and several P-51 Mustangs.

The whole AirVenture was in line with previous years' events with something for every one of the tens of thousands of spectators who turned out to watch aviation displayed at its best. As one enthusiast remarked: "If you haven't attended an AirVenture, you haven't lived..."

Towards the end of the week, the world renowned Thunderbirds' aerobatic team made its first full performance at AirVenture on the Friday. Saturday's air show included a tribute to the Warbirds with full pyrotechnics and the Thunderbirds swooping in for a show closing aerial performance.

The Thunderbirds were the final flying act in AirVenture on the Sunday. Their performance required a larger aerobatic box so the entire crowd line had to be moved 36,5 metres west of its normal position. →