

STATIC



The best of the best: from single engines to VIP airliners, the NBAA static park is a sight to be seen. FEN photographer Tom Gordon took the opportunity to get a bird's eye view.



Mustang sallies forth as a crowd pleaser

Cessna's recently certified Citation Mustang is drawing the crowds at the static park. Although Cessna is moving its attention from development to ramping up for production and customer deliveries and to gaining European certification, for many at NBAA it was the first opportunity to see the aircraft.

The Citation Mustang received full type certification from the FAA on 8 September, the first of a new class of entry level business jets to do so.

It is cleared for single-pilot operation, day/night operations, visual and instrument flight rules (VFR/IFR) and operations in Reduced Vertical Separation Minimum (RVSM) airspace.

The Citation Mustang is also certified to operate using the GPS Wide Area Augmentation System (WAAS).

Approval for flights into known icing conditions will be completed prior to first customer delivery later this year, president Jack Pelton said yesterday.

Big plus for Cessna as Encore+ takes bow

Cessna's latest derivative, the Citation Encore+, made its debut at the static park yesterday.

Announced at NBAA last year, the Encore+ continues to move forward toward certification which is expected in the fourth quarter of this year. The Pratt & Whitney Canada PW535B engines are progressing toward approval as is the Rockwell Collins Pro Line 21 avionics suite.

Deliveries

First deliveries of the \$8.1 million Encore+ are expected to begin in the first quarter of 2007. Configurable for 7-11 passengers, it succeeds the popular Citation Encore, offering increased efficiency, a new integrated avionics suite, increased payload capability, more standard equipment, and new interior styling features



such as LED indirect cabin lighting.

Maximum takeoff weight for has been increased by 90kg (200lb), enabling the typical operator to have a full fuel payload (in addition to two pilots) in excess of 1,100lb.

Like its predecessors, an exemption will be avail-

able to allow single pilot operation.

The avionics are the most advanced available on this class of business jet. The integrated Pro Line 21 avionics suite encompasses many of the same features as the Citation CJ3, CJ2+ and CJ1+. The heart of the integration resides in the

File Server Unit (FSU) serving as a portal to display electronic charts, graphical weather, and enhanced mapping. The Primary Flight Displays (PFD) and enhanced Multi-Function Display (MFD) are presented on three 20 x 30cm (8 x 10in) active matrix color liquid crystal displays.



Jetstream 41 reborn for business

The BAe Jetstream 41 turboprop commuter aircraft is being given a new lease of life in the business aircraft community by a female-run company in Boca Raton, Florida.

Northstar Aviation buys Jetstream 41s from commercial air carriers - all less than 10 years old - and refurbishes them.

Speaking at NBAA, Northstar founder Kellie McDaniel said: "We're reaching out to the typical King Air buyer with advan-

tages Beechcraft simply can't offer.

"For example, the J41 has a greater range, while its cabin size is more than four times that of the King Air.

"Additionally, the J41 has private rest-room facilities, a full galley and a DVD flat-panel entertainment system."

McDaniel said: "The fleet we're offering is available in three configurations.

"Our J41s are being outfitted to carry 14, 19, 23 or 29 executives in luxury and comfort."



Deliveries on the fly...

Many showgoers have wondered how the *Flight Evening News* manages to get into the NBAA convention site just a couple of hours after the press conferences that are reported in it. The answer is simple – use business aviation.

Visitors to the static park have seen our chartered Bell 206 Longranger lift off every afternoon with thousands of copies of the paper for the 7min delivery flight to the convention.



Landmark 500 for the King Air 350

Beechcraft handed over a very special King Air 350 at the static park yesterday.

The 500th of the type rolled out at Beechcraft's Wichita, Kansas factory last week in a blaze of glory and to the applause of workers and flew to Orlando for the special event.

With its nine seats in its business configuration, the aircraft cruises at 312kt (578km/h) with a ceiling of 35,000ft (10,680m) and a range of 1,545nm (2,860km).

Generating

Powered by two P&WC PT6A-60 engines, each generating 1,050shp (785kW) of thrust, the King Air 350 has also been certificated for commuter or corporate shuttle work with up to 11 passengers and two crew.

With the addition of the advanced Collins ProLine 21 avionics there is a modern feel to the cockpit that belies the heritage of the 350, which first flew in September 1988 and was certificated in March 1990.

"We have received more orders for the aircraft this year than in any other year," says Don Dwyer, vice-president, global aircraft sales.

Mooney satisfies Kenseth's need for speed
Stock car race driver Matt Kenseth, who is among the leaders in NASCAR's Nextel "Chase for the Cup", was signing autographs and greeting potential Mooney customers at the static display this morning

Kenseth, who drives the distinctive black and yellow No 17 Ford, was promoting a model of the Mooney Acclaim - the world's fastest single piston engine airplane, similar to the one he bought recently.

The newest addition to the Mooney product family, the Acclaim cruises at 237kt (440km/h) at 25,000ft (7,620m). It is equipped with the Garmin G1000 avionics suite featuring two flat-panel liquid crystal displays; a GDL69A weather uplink with XM satellite radio; a GTX 330 mode "S" transponder; and an STEC 55X autopilot.

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