



IN BRIEF

NH INDUSTRIES SELEX LOAM

Selex Elsag (OE1) has won an €11 million (\$17 million) contract to equip Italian NH Industries NH90 helicopters with an obstacle avoidance system. "Loam [laser obstacle avoidance and monitoring] is an auxiliary system for navigation, designed for rotary wing platforms," says Selex Elsag. "Its operating system is based on an eye-safe laser radar. This can detect any kind of dangerous obstacle along the flight path, such as power lines, ropeway wires and pillars, allowing the crew to adopt appropriate, timely and effective countermeasures." The Italian army and navy will eventually operate a combined total of more than 100 NH90s.

MRAS EXPANDS PARTNERSHIP WITH AVIALL

General Electric's subsidiary Middle River Aircraft Systems (MRAS) has selected Aviall (H4/H4) as exclusive distributor of thrust-reverser components for GE CF6-80C2 and -80E engines. The global agreement follows another deal last year, whereby MRAS contracted Aviall – a supply chain subsidiary of Boeing – to distribute certain other parts for the two CF6 engine models. MRAS manufactures thrust-reverser components at its plant near Baltimore, Maryland. The CF6-80C2 is employed on various widebody aircraft, including the Airbus A300/A310, Boeing 747-400, 767, MD-11 and Lockheed C-5M Super Galaxy, while the CF6-80E powers the A330.

FLEXJET ORDERS LEARJET 70S

Fractional jet ownership company Flexjet has placed orders for at least three Learjet 70 aircraft, which are scheduled for delivery in 2013. Flexjet plans to outfit the aircraft with wi-fi and pop-up touchscreen monitors. The operator's fleet of business jets averages five years of age.

AVIANCATACA A330 TO GET ROCKWELL

AviancaTaca Group has selected Rockwell Collins's multiscan threat detection system and GLU-925 multimode receiver for new Airbus A330 cargo aircraft, which will start to fly in Tampa Cargo's fleet in December. Rockwell Collins's multiscan threat detection system includes new features that can predict and display the potential for hail and lightning.

Couple goes on organ-ic flight for your lives

Once you're (mostly) back on your feet after being near-death awaiting a liver transplant, what do you do? Something fun and just a bit mad, maybe? The obvious answer, of course, is to crank up your Cessna 172 and fly 23,000 miles from your Nantucket abode to Tierra del Fuego and back.

Obvious, anyway to Chris and Corrine McLaughlin. Happy, healthy and on holiday in Hawaii in early 2010, Chris – at that time a senior British Airways 747 captain – suddenly fell ill and crashed into a coma with liver and kidney failure brought on by unknown childhood exposure to hepatitis.

Back in London with her husband in intensive care in King's College hospital, Corrine – a BA purser and private pilot – waited increasingly anxiously while one of the world's top transplant teams searched for a liver match.

As their appearance at the Flightglobal chalet here at Farnborough this week attests, the story had a happy ending – but she'd come within days of being widowed.

The flight to Cape Horn was, naturally, a great adventure (how many Cessna pilots get an RAF escort to cross to the Falklands?). But it was also a huge success in its principal mission, to urge people everywhere to opt in as organ donors, and to discuss the issue with their families before ill health or death.

Chris is back into King's for more surgery next



NEW LEASE: Corrine and Chris are on a special mission

week, but after he's up and at it again, the McLaughlins will be looking at extra fuel tanks for the Cessna in a bid to cross the North Atlantic and attend the 2014 Farnborough air show to bring their message to Europe, and to keep the aircraft near their main home, just a few miles from the aerodrome here.

Chris hopes the flight, in an admittedly inappropriate aircraft, can raise some excitement for the

cause. As he puts it, causes like breast cancer have coloured ribbons and fun runs, but "organ donation is gloomy".

Corrine's message is perhaps more urgent: "You'd recycle a water bottle, so why not recycle your life?"

For pictures, video and a log of their adventure, and lots of information about how you can add to the ranks of organ donors, see www.flight4lives.com

HAWKER BEECHCRAFT HAWKS AILING UNIT TO CHINA'S SUPERIOR

Hawker Beechcraft employees at the Farnborough air show were offering no comment to Monday's surprise agreement to sell its business and general aviation aircraft division to China's Superior Aviation Beijing.

The struggling airframer filed for Chapter 11 bankruptcy protection in May and announced earlier this month that it had whittled down its list of potential buyers from 35 to six.

This \$1.79 billion deal with Superior does not include Hawker Beechcraft Defense Company, which will remain a separate entity, the company says.

According to Hawker Beechcraft, Superior will provide funding over the next six weeks to support the manufacturer's ongoing operations, "saving thousands of jobs in Wichita and Little Rock, Arkansas", it says.

Hawker Beechcraft chief executive Steve Miller says: "We believe a transaction with Superior would maximise value for Hawker Beechcraft and its stakeholders. Importantly, this combination would give Hawker Beechcraft greater access to the Chinese business and general aviation marketplace, which is forecast to grow more than 10% a year for the next 10-15 years."

Hawker Beechcraft chief executive

Steve Miller says the company's decision to sell to Superior was based on two key factors. "The bid for the company was the most attractive we received during the strategic review process and the going-forward plan offered the most continuity for our business, allowing us

to preserve jobs, product lines and our ability to maintain our commitments to our customers.

"Superior is committed to maintaining Hawker Beechcraft's strong presence in the US and retaining its current employee base and experienced management

team, while positioning the company for future growth at home and abroad."

Superior's exclusivity agreement gives Miller 45 days to hammer out a definitive agreement. If the deal collapses, the airframer says it will proceed with its bankruptcy reorganisation plan.

BARON MAKES NOBLE APPEARANCE

Hawker Beechcraft is using the Farnborough air show as a global platform to gauge the market for its special mission Baron G58 ISR.

On display until tomorrow is a Baron airframe outfitted

with mock-ups of ISR sensors, including an electro-optical/infrared (EO/IR) camera and datalink.

"HBC has long served the ISR markets with our range of economical and

reliable Beechcraft King Air turboprops and Hawker jet platforms," says HBC vice-president special mission Jay Gibson. "We have recently seen interest in Latin America and island

markets for a light aircraft with ISR capabilities. We are using the show as a starting point to develop a wider market for the solution we are offering."

The twin-engine Baron G58 ISR has a maximum cruise speed of 190kt (350km/h), a range of 2,790km (1,500nm) and a service ceiling of 6,310m (20,700ft). The aircraft's basic surveillance package includes: an EO/IR camera package with a 9in or 10in diameter turret; a mission management system with mapping capability; and a V/UHF radio for tactical communications.



TWIN-ENGINE: The firm hopes to sell the plane's ISR capability