

# First Time in Europe for Re-Badged SJ30

Emivest Aerospace's largest distributor, Action Aviation, is in the static display representing the factory, along with Action Aviation chairman Hamish Harding's own SJ30 business jet.

Since Emivest's acquisition of Sino-Swearingen was announced at the NBAA Convention last year, it has provided the necessary planning and capital to improve the company's production line and manufacturing processes.

Emivest Aerospace will increase SJ30 production rates significantly over the next two years and restructure the company to improve its build efficiencies.

Joe Gullion, COO of Emivest Aerospace, commented, "We are proud to be able to display at

EBACE 2009 what must surely be the best-performing light jet in the world. We are especially pleased to increase our visibility in the European market now that we are making real progress on ramping-up the SJ30 production line.

"We are busy at the factory completing the necessary steps on the production line to allow us to meet all our contracted customer deliveries. This progress can be seen with SJ30 s/n 008 as we are about to do the first flight of this first customer SJ30 to be delivered since the acquisition of the company. In addition, we have been hard at work developing our customer service programs to support these early deliveries.

Just last week we announced the



Emivest sees big potential for the SJ30, acquired from Sino-Swearingen.

completion of the first customer pilot training since the acquisition, with Debra Draheim completing her single-pilot type rating on the SJ30."

Hamish Harding, Emivest's first SJ30 customer in Europe, adds, "In today's more cost-conscious aviation world, it is nice to operate a jet with one of the lowest costs per

mile, due to covering 70 miles more per hour than many other light jets, but burning about the same amount of fuel per hour. The sea-level cabin all the way to 41,000 ft also means that pilots and passengers are not as tired from the effects of jet lag as they would be on a long journey in any other business jet."

—Paul Jackson

## BAE Offers a Miniature Q-HUD

Look for a miniature Head-Up Display from BAE Systems' Platform Solutions to make its mark on the business jet world within the not-too-distant future.

The Q-HUD (called 'Q' because it's a quantum leap) and its "radically disruptive technology" were unveiled at last year's NBAA show; now it's on display here (Booth 190) to build on that momentum.

"We came away from NBAA with nine non-disclosure agreements with business aviation and avionics OEMs," said Paul Childs, the firm's business development manager for electronics, intelligence and support.

"No, I can't tell you with whom."

So at EBACE the BAE Systems team will hold further discussions with potential customers that will lead to developing the demonstrator Q-HUD into an actual product and then delivery. It will be ready for entry into service in late 2010, most likely in an air transport-sized aircraft.

"We're anticipating some proposal activity in business jets later this year," said Ric Morrow, director of commercial avionics development. "We've visited virtually every OEM in the business aviation world. We have ongoing discussions, and we're extremely pleased with the reception



Q stands for 'quantum leap.'

quantum technology to guide light from a micro laser to the display screen by means of holographic waveguides. The technology eliminates the need for heavy, bulky and expensive overhead display systems in the cockpit roof. And because the imagery is resident on the combiner glass rather than being reflected, Childs claims the "head motion box", the area in which pilots can move their heads and still see the imagery, is up to 15 times larger than that of a projection system HUD.

Other advantages over a traditional HUD

include less generation of heat, lower power requirements, and less weight and complexity. With only half the parts and no CRT display, BAE Systems expects a mean time between failure of 20,000 hours compared to 3-4,000 on a traditional HUD.

The new technology means it will fit smaller aircraft, perhaps down to light jet size, and at an appropriate price point. It could also become popular on the retrofit market, BAE hopes. "The system is very flexible," Morrow notes. "It will integrate into others' avionics systems or stand alone."

BAE is also showing its "active inceptors" here. These are cockpit controls for fly-by-wire systems that are designed to give pilots real "feel" of the aircraft, thus increasing their situation awareness. A bonus is that the inceptors eliminate the complex and heavy under-floor control mechanisms of traditional controls.

—John Morris

## Jet Basel's 100th Falcon Its First 7X

The Jet Aviation division of General Dynamics began outfitting Dassault Falcon business aircraft in 1996, and once it got started, it never stopped. Today, its Basel, Switzerland service center performs completions on Falcon 200, 900 and 7X series aircraft. Its 100th project turned out to be its first 7X, and the airplane sports a number of unique features: curved bulkheads around a new seat design, aft artificial windows that create natural indirect illumination, and a fiber optic system that produces a starlight effect in the cabin headliner.

Meanwhile, the company's aircraft management division recently grew by 20 aircraft, adding types such as Falcon 50 and 900, Gulfstream III, IV, V and 550 along with Bombardier Global, Express, Challenger and Learjet. The division has four bases at Teterboro, New Jersey, Zurich,