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Rotor Torque

PAUL SADLER

Marengo's SKYe SH09 made its first flight on October 2. MARENGO SWISSHELICOPTER



Marengo's SH09 takes to the SKYe

Marengo Swisshelicopter's single-engine SKYe SH09 prototype made its first flight on October 2, three months later than originally planned. Marengo's chief test pilot Dwayne Williams flew the Swiss-developed prototype in the hover and made five landings during the 20-minute flight test from Mollis Airport, Switzerland to confirm the preliminary flying and handling characteristics.

Featuring an all-composite airframe and composite main and tail rotor blades, the SH09 is powered by Honeywell's HTS-900-2 dual channel FADEC turbine. The design includes a shrouded tail-rotor, rear clamshell doors and floor-mounted windows.

Costing around US\$3.3m (A\$3.8m), the eight-seat SH09 will have a maximum takeoff weight of 2,650kg, will cruise at 140kt over a 430nm (800km) range with standard fuel tanks fitted.

Prior to first flight Marengo said it had already received 50 orders for

the SH09. A further two prototypes will soon enter the flight test program with the third prototype likely to have a configuration similar to a serial SH09. EASA and FAA certification is anticipated during the first half of 2015 with full production expected before the end of next year.

Bankstown Airport-based Heliflite is the exclusive Oceania distributor for Marengo Swisshelicopter and will introduce and support the SH09 in the region.

Bell 505 JRX first flight pending, 525 Relentless lags

Turbomeca's first Arrius 2R turboshaft engine has been delivered to Bell Helicopter for installation into its 505 Jet Ranger X prototype currently being assembled at Bell's Mirabel, Canada plant.

Developed exclusively for Bell's new short light single, the 504shp (376kW), FADEC-equipped Arrius 2R was first ground-run on April 29 at the company's test facility in Bordes,

France. Production engines will be assembled at Turbomeca's Dallas, Texas facility.

Construction of a purpose-built Jet Ranger X production facility at Lafayette Regional Airport, Louisiana continues to take shape with the 7,646m², US\$26.3 million (A\$29.1 million) hangar expected to meet a June 1 2015 deadline for certificate of occupancy. Full-scale 505 production is expected to start in early 2016.

Bell says it has already received over 220 letters of intent, with paid deposits, for the Jet Ranger X with the prototype on track for making first flight during November.

However, the JRX's bigger brother, the 525 Relentless, its first flight timeline is now likely to slip into early next year.

While visiting the African Aerospace and Defence airshow in late September, Bell CEO John Garrison told *FlightGlobal* while there is no specific issue, a delay for the 525's first flight is now more likely. "We're lagging a little bit. It



Sikorsky's S-97 Raider prototype unveiled. SIKORSKY