

now equipped with a dual-channel, full-authority digital electronic control (FADEC) system, which offers reduced pilot workload along with increased dispatch reliability.”

Eurocopter and AVIC II officially launched the EC 175 in December 2005. First flight of the model is expected by 2009. Aircraft certification in France and China, as well as series production, is due in 2011. According to Eurocopter, the EC 175 is meant to fill the gap between the Dauphin and the Super Puma.

“The PT6C series, rated from 1,600 to 2,000 shaft horsepower, is designed with the operator in mind,” said Fard. “It also offers among the lowest maintenance costs and emission levels in the industry. As is the case with all our engines, it is backed by P&WC’s extensive global customer support network, ranked number one for helicopter engine support by the industry for the last seven years.” – MR

Heli-Lynx Works with Rolls-Royce

Rolls-Royce has reached an agreement with Heli-Lynx Helicopter Services to upgrade Eurocopter AS 355 TwinStars with new Rolls-Royce Model 250-C20R engines. The new engines are available from Heli-Lynx as part of its 355FX upgrade program, which includes electrical and airframe upgrades, along with engine control modifications. The first two aircraft to be upgraded with the new engines have been delivered to customers, and two additional aircraft are currently undergoing modifications at the company’s facility in Stoney Creek, Ont.

Said Scott Crislip, president helicopters and small gas turbine engines for Rolls-Royce, “This new agreement enables an important upgrade opportunity for Heli-Lynx customers and AS 355 owners. We look forward to providing the power they will need to keep their aircraft flying for years to come.”

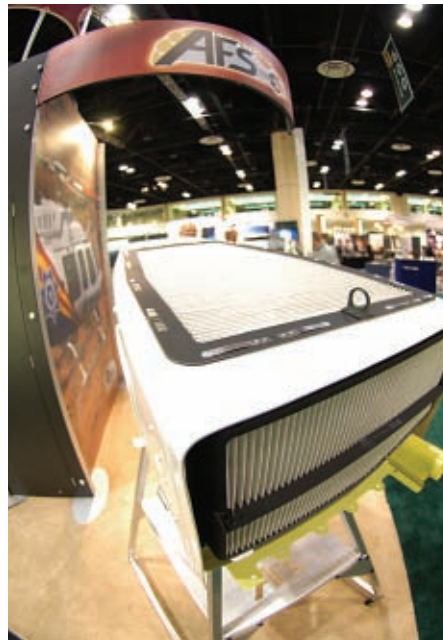
Heli-Lynx president Mike Whitter added: “Our 355FX directly addresses what the industry feels

Heli-Lynx and Rolls-Royce have partnered on an engine upgrade for the Eurocopter AS 355 TwinStar. **Mike Reyno Photo**



are the requirements in the AS 355F series, and further highlights its strengths in a VFR, multi-mission role. . . . being able to offer new Rolls-Royce 250-C20R engines to our customers, with unsurpassed support and a full manufacturer’s warranty, confirms our commitment to our customers and the AS 355 series.”

Heli-Lynx currently offers three models of the 355FX: the 355FX1, 355FX2 and 355FX3. The company has delivered 13 355FXs to date and is currently sold out into 2008. It is also currently flight testing the 355FX3 to increase the single-engine performance, and to take advantage of the power and performance increase of the 250-C20R engine. This includes developing new single- and twin-engine flight performance charts that feature a gross weight increase. Each Model 250-C20R has 450 shaft horsepower, and the upgrade will enable a significant increase in allowable gross weight for the helicopters. – MR



AFS has been acquired by filter specialists Donaldson Company Inc. **Benjamin Russell Photo.**

Donaldson Acquires AFS

The world of air filters got a lot more interesting on March 1st with the announcement that Minneapolis-based Donaldson Company Inc. had purchased Aerospace Filtration Systems Inc. (AFS) of St. Charles, Mo., from Westar Aerospace and Defense Group Inc.

“The acquisition of AFS complements our existing aerospace filtration business well,” said Lowell Schwab, Donaldson’s senior vice president, engine systems and parts. “Donaldson and AFS have already worked jointly over the last year to apply our media technology to AFS’s military and commercial aircraft systems. The acquisition of AFS allows us to further combine our filtration

and manufacturing capabilities with AFS’s strong market position.”

Said Michael Scimone, president of AFS, “They are a perfect fit for us. Everybody knows Donaldson makes excellent filters and they understand manufacturing. We’ve worked well with them in the past and it just makes sense for us to work together on this sector.” He added that the synergy created by the two companies pooling their expertise and resources will result in improved barrier filter technology and advances in manufacturing.

Specifically, Scimone said the staying power of AFS and Donaldson means inlet barrier filters are here to stay. The two companies have worked together on wet and dry media filtration technology and will now be able to work on more advanced filtration systems in the future. – GE

Tooling for Turbomeca

Turbomeca Canada will now provide tooling support for all Turbomeca customers worldwide. This new mandate will generate new jobs as well as economic benefits to the growing aerospace industry in Quebec. Turbomeca Canada plans to invest \$1 million Cdn into this project and add 3,200 square feet to its existing facility.

The worldwide tooling support mandate enhances Turbomeca Canada’s current services of maintenance, repair and overhaul for the Arriel 1 & Arriel 2 engines and accessories, and customer support for North American operators. – MR

Honeywell to Power Eagle Single

On March 2nd, Honeywell announced its T53-17BCV turboshaft engine will be offered on the new Eagle Single helicopter being produced by Eagle Copters of Calgary, Alta. A sole T53 engine will function in the place of two engines on the Eagle Single, which is essentially a Bell 212 with enhanced structures, avionics and systems.

“Honeywell’s engine gives Eagle Copters’ Eagle Single the ability to lift 1,700 more pounds than similar helicopters in its class, while also decreasing its cost of operation,” said Vicki Panhuse, vice president, commercial and military helicopters, Honeywell Aerospace.

The T53-17BCV provides 1,800 shaft horsepower at takeoff, at sea level, and includes such features as powder metallurgy Astroloy turbine disks, air-cooled turbine nozzles and blades, and a new turbine gas temperate (TGT) harness. As well, engine durability and reliability improvements include an enhanced hydro-mechanical fuel control, power turbine nozzle, and reduction and accessory drive gearboxes. The various improvements establish a time between overhaul interval of 5,000 hours.