

# TURBINE NEWS 2 DECEMBER 2006

## FEATURED AIRCRAFT: GULFSTREAM GII Gulfstream's GII Anniversary

- A Celebratory Look Back 40 Years to First Test Flight

Forty years ago, on October 2, 1966, Grumman Aerospace test pilots Carl Alber and Bob Smythe flew the first Gulfstream II (GII), serial number 001, on its maiden flight over the skies of Bethpage, New York. The GII was the first large-cabin, purpose-built business aircraft powered by jet engines.

During the 52-minute flight, the GII reached an altitude of 10,000 feet above the Long Island Sound, passing all flight tests. Halfway through the flight, the pilots engaged the autopilot, which marked the first time a corporate aircraft was flown by an autopilot system.

The GII was powered by two Rolls-Royce Spey turbofan engines, each providing 11,400 pounds of thrust. Because the Speys provided more propulsion than the aircraft required to fly safely, GII pilots had more power to fall back on in case of an emergency.

Commenting on the first flight years later, Smythe said, "It was tough to hold her back. It felt like she really wanted to move out." Remarking on the same flight, Alber said "...nothing went any smoother than the first flight of the Gulfstream II. It was a perfect flight."

The first GII entered service on Jan. 6, 1968, when it was delivered to National Distillers & Chemical, which had also owned a Gulfstream I (GI). The GII could accommodate 19 passengers and three crewmembers.

It could take off from a 4,300-foot runway, reach speeds of up to Mach 0.85 and an altitude of 39,000 feet that was later increased to 45,000 feet. The GII could fly 2,700 nautical miles nonstop and required only 3,500 feet of runway to land.



Gulfstream GII

While the GII adopted the familiar signature oval windows from the Gulfstream I (GI), it was the first Gulfstream aircraft to feature the T-tail design, swept-back wings and engines mounted at the aft fuselage. Today's G350, G450, G500 and G550 aircraft models, while longer from nose to tail and wider from wingtip to wingtip, all share the same distinctive 'Gulfstream look.'

From 1966 to 1980, Gulfstream manufactured 258 GII aircraft, 251 of which were manufactured at Gulfstream's presentday headquarters in Savannah, Georgia. Today, 240 GII aircraft, including serial number 0001, continue to operate around the world.

■ More information visit - [www.gulfstream.com](http://www.gulfstream.com)

## Piaggio Sets New Speed Record

- P180 Avanti II flies from Denver to Orlando in under 3.5 hours  
- Piaggio Aero Acquires 25 Percent of Pratt & Whitney Canada Turbo Engines Corp.

Piaggio flew into the record books again today with its new P180 Avanti II aircraft setting another new speed record, this time from Denver to Orlando. The new speed record adds to a list that began in 2000, the year the company opened its North American facility. The Piaggio P180 Avanti and P180 Avanti II currently hold 17 speed records.

Piaggio America Chief Pilot Arthur St. Clair was the lead pilot for this newest speed record, with Fred Whitten joining him as co-pilot. The team flew from Denver to Orlando on Sunday, October 15. Leaving from Denver Jefferson County airport, the Avanti II reached Orlando Executive Airport in three hours and nineteen minutes – an average ground speed of 477 mph. "This is another wonderful moment for Piaggio," said Piaggio America President and CEO Tom Appleton. "The P180 Avanti II is the fastest business turboprop aircraft in the world and continues to prove its prowess."



Record Breakers - Piaggio America, Chief Pilot Arthur St. Clair and Co-Pilot Fred Whitten.

The P180 Avanti II is the fastest and most advanced turboprop in the world, with a range of over 1,800 miles at a speed of 398 kts (450mph) and a maximum cruising altitude of 41,000 ft. Its overall performance is similar to that of a jet but with 30 percent less fuel and operating costs. Moreover with a cabin height of 69" and width of 73", the P180 offers passengers a level of comfort matching that of much bigger and more costly aircraft. The P180 is licensed to operate with a single pilot and can carry up to nine passengers.

**Piaggio Aero Acquires 25 Percent of Pratt & Whitney Canada Turbo Engines Corp.**



Piaggio Aero Industries has signed an agreement with Pratt & Whitney Canada to acquire 25 percent of the share capital of P&WC

Turbo Engines Corp., which is in charge of the production of the PW206 and PW207 helicopter engines. Through the newly-formed, 100 percent controlled company Piaggio Aero Engines Canada S.p.A.,

Piaggio Aero is entering into an alliance with one of the world's most prominent manufacturers of aircraft engines, squarely hitting its target of increasing its business in a top technological area such as mechanical engineering for helicopters.

With its 25 percent acquisition of P&WC Turbo Engines Corp., Piaggio Aero is adding to its business a participation in a new series of engines that is making its mark in the world helicopter market. "We are proud to have formed an alliance with Pratt & Whitney Canada, one of the world's leading aircraft engine manufacturers," said Piaggio Aero Chairman Piero Ferrari. "We are sure that Piaggio Aero Engines will give the Piaggio Aero group new, extraordinary possibilities of industrial growth and development in production. It is also thanks to this new relationship with P&WC Turbo Engines Corp. that the new Villanova d'Albenga plant will become a center of excellence for engine and or component production, an actual jewel of the Italian aeronautics industry."

■ More information - [www.piaggio.com](http://www.piaggio.com)



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