



**CANADIAN AERONAUTICS AND SPACE INSTITUTE
Toronto Branch**

March 2017 Guest Lecture

Geoff Pyne

Flight Test Engineering – Highs and Lows



Date: Thursday, March 23, 2017

Time: 7:30 p.m. Refreshments & Networking
8:00 p.m. Presentation

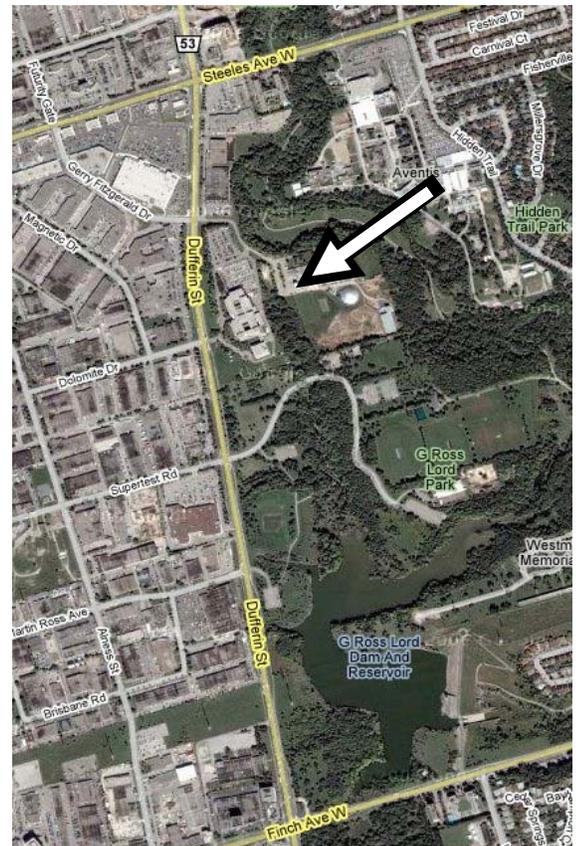
Place: University of Toronto Institute for Aerospace Studies (UTIAS)
4925 Dufferin Street

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If you have flown in a civil (or military) aircraft, it has been extensively evaluated by a team of test pilots and flight test engineers and shown to comply with detailed rules and regulations defined by the country of origin of the aircraft. These regulations ensure that every aspect of the operation of the aircraft is demonstrated to be as safe as possible, in all flight regimes and conditions, before the aircraft is declared "certified" and permitted to carry passengers (or military aircrew). Extensive tests are conducted on the handling and performance of the aircraft, plus the power-plants, systems, and electronics installed in the aircraft - any of which may lead to modifications of non-compliant components, systems or aircraft behaviour and expensive retesting. Occasionally the regulatory authorities may impose new requirements or tests, which add complexity or delays to a planned program. Civil aircraft typically take 15-20 months from first flight to certification - some much longer - and military programs may take many years to completely assess and approve all the ordnance the aircraft may carry.

This presentation will focus on civilian aircraft flight testing and follow some of the trials and tribulations of a flight test engineer, through turbulent times in the aircraft industry. Many photographs will be utilized to illustrate types flown, tests conducted and some highs and lows of the profession.

Now retired, Geoff Pyne has had a career in aviation and over twenty years in the civil aircraft flight test engineering field in England and Canada. From an apprenticeship with de Havilland/Hawker-Siddeley Aviation and flight testing on HS121 Tridents, working at Aviation Traders, British Aircraft Corporation and Glos-Air in the U.K. before joining de Havilland Canada on the Dash 7 and Dash 8 programs, and later Field Aviation, he has been involved in testing of over 25 types. Started with jets, progressed to props!



Next Meeting:
April 20, 2017 – Research at UTIAS