



Toronto Branch Membership Newsletter

CHAIRMAN'S MESSAGE

Welcome to the 2006/2007 season of the CASI Toronto Branch. I hope that you have all enjoyed a safe and relaxing summer, and are now looking forward to our Fall schedule of events. The Branch executive has been hard at work planning a program which we trust you will find both educational and entertaining. Please plan to attend as many meetings as you can.

Our first meeting of the season is on Thursday, September 21, featuring guest speaker Dr. Wayne Rhodes. Wayne is a long-time member of the CASI Toronto Branch, and has done research and consulting for many years in the field of human factors. He will be speaking on Fatigue Risk in Aviation Operations. Please see the enclosed meeting notice for more information.

For the last number of years the Toronto Branch has relied on email as the primary means of communication with our members. Meeting notices have been sent by CASI headquarters on our behalf to the preferred email address on file (home or work). Only those members with no email address at all have received a paper meeting notice via Canada Post (about 15% of our membership). However, an increasing number of members

have not been receiving our email notices (or any other messages from HQ), because their email systems are rejecting the CASI "bulk mailings" as spam. So this season, we are reverting to sending our meeting notices by Canada Post to all members. We will also continue to send it by email, as before (a "belt and braces" approach). CASI HQ has said they are revising their membership database and email system, so that messages can be sent to members on an individual basis, thus avoiding the "bulk mailings". This may solve our problem, but for now we will rely on snail mail.

We plan to continue with the CASI Toronto Flyer, bringing news from the Toronto aerospace community to CASI Toronto Branch members. If you have any suggestions for articles, please contact the Flyer editors, Bhuwan Jain or Nisha Sarveswaran.

The members of the CASI Toronto Branch Executive for the 2006/2007 season are listed below. Please feel free to contact any executive member if you have questions, comments, or suggestions regarding the Toronto Branch.

I'm looking forward to a successful season, and hope to see many of you at our monthly meetings.

Chris Hayball
Chairman, CASI Toronto Branch

2006/2007 TORONTO BRANCH EXECUTIVE

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CASI KNOTS PROGRAM

Last year, the Branch initiated CASI Knots, an incentive program to encourage Toronto Branch meeting attendance by CASI members. For each meeting that you attended from September through March, you earned 100 CASI Knots. Your Knots were credited to you when you signed the attendance sheet circulated at each meeting. Additional Knots were awarded for participation in events such as the Paper Airplane Contest and the Trivia Contest.

At the end of the season, your accumulated Knots could be redeemed for a discount on the price of a ticket to our Annual Dinner Meeting in April (each 100 Knots was worth a \$5.00 discount).

During the last season, 38 members earned CASI Knots, and 12 members took advantage of them at the ADM, redeeming 2700 knots for a total saving of \$135.00.

As the CASI Knots program seemed to be well-received, we will be continuing it again this season. Please participate in your Branch activities, and be sure to sign the attendance sheet at each meeting to receive credit.

UPCOMING EVENTS

September 21
Guest Speaker - Wayne Rhodes
Fatigue Risk in Aviation

October
Guest Speaker - Dave Fisher
Aircraft Accident Investigation

November
Annual Video Night and Trivia Contest

Unless otherwise noted, all meetings take place at the University of Toronto Institute for Aerospace Studies, 4925 Dufferin St. Presentations begin at 8:00 pm, with refreshments beforehand.

VIDEO NIGHT

Once again this year, the CASI Toronto Branch's November meeting will be our traditional Annual Video Night. At this meeting, we screen video clips of various lengths on a wide range of aircraft and space topics, including current programs and historical perspectives. The material is usually footage that is not readily available on the various science and learning specialty channels. Typically, it comes from the company video libraries of the Branch executive members.

For this year's Video Night, the executive would like to invite individual CASI members and sustaining organizations to contribute video clips that they feel would be of general interest and are in the spirit of the event. If you have something you would like to share at the November meeting, please contact Eric Herrmann (eric.herrmann@aero.bombardier.com or 416-375-3025).

CASI WEBSITE

Please check the CASI website (www.casi.ca) for notices of upcoming Toronto Branch meetings, reports of previous meetings, and information on national conferences and other events.

BOMBARDIER

LUFTHANSA CITYLINE INAUGURATES BOMBARDIER CRJ900 SERVICE

Toronto, August 15, 2006
Lufthansa CityLine has officially inaugurated *Bombardier CRJ900* regional jet service with a recent flight from Bonn-Cologne to Westerland on the Frisian island of Sylt.

On board the flight were Dr. Thomas Dräger and Klaus Froese, co-Managing Directors of Lufthansa CityLine, James Dailly, Senior Vice President, Sales, Bombardier Regional Aircraft, members of the media and other invited guests.

Lufthansa CityLine has ordered all four variants of the *Bombardier CRJ* family, the 50-seat *CRJ100* and *CRJ200*, 70-seat *CRJ700* and 90-seat *CRJ900*, totalling 77 aircraft.

Since the *Bombardier CRJ900* entered airline service with Mesa Airlines in 2003, the aircraft, along with its sister aircraft, the *Bombardier CRJ705*, have proven to be economical, flexible and passenger and airport friendly. Eight additional airlines – Lufthansa CityLine, Arik Air in Nigeria, Air Nostrum in Spain, Atlasjet Airlines in Turkey, Air One in Italy, MAT Macedonian Airlines, U.S.-based SkyWest and Air Canada Jazz – have now placed firm orders for a total of 117 *CRJ900* and *CRJ705* aircraft.

The *CRJ900* feeds hub airports and has opened up new long-range markets for Mesa, Air

Nostrum, MAT, Lufthansa CityLine and Air Canada Jazz; it has enabled Air One and Atlasjet to offer new low fare services; and it has ushered in state-of-the-art regional air travel in Nigeria with Arik Air.

“High fuel costs are eroding airlines’ ability to earn a profit, so an aircraft that combines excellent performance, low operating costs and exceptional passenger comfort is an absolute necessity,” said James Dailly. “The *Bombardier CRJ900* fits that profile perfectly.”

BOMBARDIER SIGNS ALGERIA’S TASSILI AIRLINES FOR FOUR Q400 AIRLINERS

Toronto, July 31, 2006

Tassili Airlines to become 17th Q400 Operator

Bombardier Aerospace announced today that Tassili Airlines of Algiers, Algeria has signed a contract for four 74-seat Q400 turboprop airliners. The airline is the first Q400 customer in Algeria and the second in Africa.

The value of the contract based on list prices is \$103 million US. Deliveries are scheduled to begin in the third quarter of 2007.

A subsidiary of the Sonatrach State Energy Group, Tassili Airlines will initially transport workers to several oil fields in Algeria. It plans to add domestic and international scheduled airline service within the next few years.

“We selected the *Bombardier Q400* aircraft because of its

superlative fuel economy, speed and passenger comfort,” said Captain Rachid Nouar, Director of Operations at Tassili Airlines. “Bombardier’s *Q-Series* and *Dash 8* turboprops have proven to have a high reliability in the sometimes harsh North African climate. In addition, the *Q400* aircraft has an unbeatable performance in very high temperature conditions.”

“We welcome Tassili Airlines to the growing list of *Bombardier Q400* operators,” said Steven Ridolfi, President, Bombardier Regional Aircraft. “Tassili is the 17th operator to recognize the outstanding mission capability and operating costs of the *Q400* aircraft. This airplane is reshaping the regional air transport market.”

Firm orders for the *Bombardier Q400* aircraft stood at 177 aircraft at April 30, 2006 with 118 aircraft delivered to operators in Europe, North America, Africa and the Asia/Pacific region.

ATLANTIS SYSTEMS INTERNATIONAL

ATLANTIS AWARDED HELICOPTER TRAINING CONTRACT

Toronto Stock Exchange Symbol:
AIQ

TORONTO, July 17 /CNW/ - Atlantis Systems Corp., (TSX: AIQ), a training integrator specializing in military, commercial aviation and energy markets worldwide, today announced that it has been awarded a contract to develop and deliver a Cockpit Procedures Trainer (CPT) for the

Royal Danish Air Force (RDAF) over the next two years. The Atlantis CPT provides orientation and procedural training for helicopter aircrews and will be delivered to the RDAF through AgustaWestland. The value of the contract cannot be disclosed owing to confidentiality restrictions.

"One of our stated growth objectives is helicopter and aircrew systems sales growth," said Andrew Day, President and CEO of Atlantis. "The helicopter sector is one of our key areas of strategic focus and is a natural extension of the helicopter training capabilities we will deliver as part of the Contracted Flying Training and Support program. Our goal, to source growth of Atlantis by extending our training offerings in this segment, is evidenced by the award of this contract and also by our ongoing investment in our new Helicopter Vocational Trainer."

Atlantis will develop an advanced CPT for the Royal Danish Air Force's EH101 multi-purpose helicopter, based on Atlantis' proven EH101 product previously delivered to the Canadian Forces and AgustaWestland. The Danish version of the CPT will expand the flight training capability of the Atlantis-developed system to include many new features including mission rehearsals and an enhanced projected visual system.

About the Cockpit Procedures Trainer (CPT)

Backed by Atlantis' extensive experience in simulating the sophisticated systems of modern fighter and transport aircraft, the CPT can be used as a local mission-rehearsal tool to provide improved helicopter aircrew training output and reduced

training costs. The cockpit trainer's responses to student inputs simulate genuine helicopter responses, giving the trainee the impression of operating the actual helicopter systems. The instructor-created scenarios can be customized and adjusted at any stage so as to enhance the learning experience. Cockpit indications and associated instrument displays are simulated and highly representative of actual conditions within the cockpit of the helicopter. Aircrew can practice cockpit routines and drills, including emergency procedures, under conditions that closely resemble the actual cockpit environment.

FIELD AVIATION

FIELD AVIATION EARNS STC FOR DASH 8 AIR-OPERABLE DOOR

Cargo door retractable in flight for paratroop, equipment drops, Search and Rescue, and Maritime Patrol missions

Toronto, April 25, 2006.....Field Aviation, specialists in modifications for application to special mission and maritime patrol aircraft, has gained a Supplemental Type Certificate (STC) from Transport Canada for a unique modification which allows the Bombardier Dash 8 rear cargo door to be opened during flight.

Identifying an international demand for the unique mod in military, para-military and forest fire "smokejumper" exercises, Field Aviation developed and funded the STC independently. Transport Canada issued the first certificate, covering the Dash 8 Series 300, on March 21 of this year.

The manually operated, inward-opening plug-type door can be raised at all altitudes and speeds up to normal operating, with the optimum drop speed calculated at 105 knots. The Dash 8 cabin is large enough to carry up to 30 paratroopers or smokejumpers, several life rafts, 8,000 lbs. of emergency equipment, or a variety of maritime patrol supplies. The wide opening also allows a stable and distortion-free photo platform.

Joar Gronlund, Field Aviation's Vice-President, Business Development, is confident the Dash 8 door mod will find success internationally. "The airframe is rugged and has sufficient cabin volume to make purposeful missions possible," he said. "Its long range is ideal for offshore patrol, and the reliability of the airplane is well-established. Our door mod will appeal to coast guards, firefighting units, customs patrol, search and rescue, as well as paratroop/forest fire personnel training and transport, and delivering emergency supplies to remote areas and accident sites."

During testing, Field proved that no adverse aerodynamic characteristics were evident at any speed or altitude. The structural modifications include a proprietary fuselage-mounted air deflector, which reduces air disturbance in the opening, while preventing precipitation from entering the cabin.

"We have many years' experience in supplying special mission and maritime patrol airplanes, and with this new offering the Dash 8-300 becomes even more useful," Gronlund added. Field has supplied turboprop and pure-jet maritime patrol aircraft to several customers, including the U.S. Customs and Border Protection service, the Royal Danish Air

training output and reduced

Force, Australia's **Coastwatch** and the Swedish Government.

The Dash 8 platform features a T-tail empennage, clear of paratroopers or equipment exiting the aircraft. The cargo door measures 50" wide by 60" tall for easy egress of personnel or equipment. The Dash 8 endurance of over 8 hours adds to its patrol mission effectiveness.

Retrofit kits for the Air-operable door are also available to operators, and can be installed with minimum downtime. Field is currently completing engineering and testing of the modification for Dash 8 Series 100 and 200 variants.

NORTHSTAR AEROSPACE INC.

NORTHSTAR AEROSPACE TO MANUFACTURE KEY COMPONENTS FOR BELL 429 LIGHT TWIN HELICOPTERS

Listed: TSX
Symbol: NAS

FARNBOROUGH, United Kingdom, July 18 /CNW/ - Northstar Aerospace, Inc. has signed a letter of intent with Bell Helicopter Textron Canada Ltd. to manufacture key components for the Bell Helicopter 429 light twin helicopter.

Northstar will manufacture rotor hub assemblies with an initial order of 138 units at estimated revenue of Cdn \$6.1 million. The company has also been awarded a contract to manufacture tail rotor assemblies at estimated revenue of Cdn \$3.2 million.

The Bell 429 is the company's new entry into the light-twin helicopter market and has been designed for corporate, medical, offshore, security and other commercial applications. It is anticipated that the new rotary-wing aircraft will be certified next year.

The Bell 429 is part of the company's Modular Affordable Product Line (MAPL) that features productivity improvement, lower operating costs, noise reduction, higher dispatch reliability and new fuselage concepts. It is estimated that 700 Bell 429 helicopters will be manufactured during the next decade.

Northstar will manufacture the rotor hub assemblies at its Milton, Ontario plant for shipment to the Bell Helicopter Textron Canada Ltd. facility at Mirabel, Quebec.

"These contracts from Bell Helicopter are our first with the Mirabel facility. It adds further validation to our strategy to continue building relationships with the world's leading original equipment manufacturers. Being associated with a leading-edge rotary wing technology such as the Bell MAPL family of products presents an exciting opportunity for Northstar," said Mark Emery, President and Chief Executive Officer, Northstar Aerospace Inc.



Pratt & Whitney Canada
A United Technologies Company

PW617F ENGINE FOR EMBRAER PHENOM 100 ACHIEVES FIRST RUN MILESTONE

FARNBOROUGH AIR SHOW, July 16, 2006 - Pratt & Whitney Canada Corp. (P&WC), a United Technologies Corp. (NYSE:UTX) company, has successfully completed the first run of its new PW617F turbine engine, selected by Embraer to power the Phenom 100 very light jet (VLJ).

The PW617F development engine successfully ran at its full takeoff thrust of 1,695 lbs. at P&WC's test facilities in Mississauga, Ontario, on June 29, 2006.

"We're very proud to have achieved first run only a year after beginning development work on the PW617F," said Keyvan Fard, vice president - Regional Airline & Turboshaft Engines, P&WC. "This demonstrates yet again the design robustness of our new PW600 engine family, which offers an optimized combination of value and performance to operators."

The PW617F was chosen by Embraer to power the Phenom 100 in May 2005, and engine design work began in July 2005. The PW617F engine, featuring a dual-channel Full Authority Digital Electronic Control (FADEC), is part of the Pratt & Whitney Canada's new PW600 engine family, which offers a step change in performance, cost and durability. Designed with a 50 percent reduction in parts count, the PW617F incorporates the latest technologies while offering optimum value to the operators.

Certification of the PW617F is expected in the fourth quarter 2007.



L-3 WESCAM RECEIVES FIRST MX-15 EO/IR SENSOR SYSTEM PRODUCTION AWARD FOR U.S. NAVY P-3C

BURLINGTON, CANADA, May 11, 2006 – L-3 Communications WESCAM (L-3 WESCAM), a wholly owned subsidiary of L-3 Communications, announced today that it has been awarded a production order from the Naval Air Systems Command (NAVAIR) to provide 19 multi-sensor MX-15 electro-optical and infrared (EO/IR) systems for installation on U.S. Navy P-3C Maritime Patrol Aircraft (MPA). This order is in support of the U.S. Navy's P-3C Critical Obsolescence Program (COP), with a potential fleet fit for up to 72 MX-15s.

The MX-15 is a key element of the Navy's COP initiative for the P-3C MPA, which is uniquely suited for Intelligence, Surveillance and Reconnaissance (ISR) applications over land and sea. With its requirements for an advanced, highly reliable and proven EO/IR sensor system to replace current Infra-Red Detection Systems (IRDS), NAVAIR began system upgrades in 2004 after taking delivery of its first six MX-15s.

"Currently, the U.S. P-3 Anti-

surface Warfare improvement Program (AIP) community successfully operates over 60 of our larger, longer-range MX-20 Advanced Imaging Multi-spectral Sensor (AIMS) turrets," said John Dehne, president of L-3 WESCAM. "We are pleased with the U.S. Navy's confidence in the MX Family of turrets and in the selection of the MX-15 for its non-AIP fleet."

DIAMOND AIRCRAFT

July. 26/06

Diamond D-JET Arrives at AirVenture 2006

The Diamond D-Jet made its first public appearance today at AirVenture 2006 and was welcomed by a host of aviation dignitaries and a crowd of spectators. The D-Jet touched down at precisely 10:15 am local time and taxied into AeroShell Square. By 10:30 am the stage was set and EAA's Tom Poberezny and FAA Administrator Marion Blakey welcomed Diamond Chairman and Owner Christian Dries to what is a historic event for Diamond and the aviation world.

Mr. Dries remarked, "Diamond has designed the D-Jet to be a truly personal aircraft with levels of safety built in for the average pilot." He went on to say, "The aircraft also presents a new level of comfort previously unseen in an aircraft of this class."

Many innovative companies were involved in bringing the D-Jet to the world aviation stage that AirVenture represents. In addition to Diamond representatives, Gary Kelley, Vice President of Garmin and Matt Huff, Vice President of Williams International also spoke and congratulated Diamond on the success and technological

advancements that the D-Jet represents.

The D-Jet opened the flight showcase of Wednesday's airshow allowing the public to witness the aircraft's first aerial display in the United States. Following the flight display, the aircraft returned to London, Ontario to resume its flight test regimen. A full scale mockup of the interior is on display for the entire week at the Diamond booth at Combo L Main Aircraft Display, beside Hangar C.



Oldest Flying Chipmunk Visits Toronto



Chipmunk G-AKDN, at home near Saskatoon,

On May 22, 1946, at Downsview, Ontario, the prototype DHC-1 Chipmunk, CF-DIO-X, was first flown, with Pat Fillingham at the controls.

Sixty years later, in May 2006, the world's oldest flying Chipmunk, the eleventh production aircraft (shown in photo above), which was completed in April 1947, flew in to the same airfield to participate in the Sixtieth Anniversary celebrations for the Chipmunk. G-AKDN was hangared at TAM until July 23rd.

