

### Piaggio Will Grin and Bear It While Planning for the Recovery

This may be the first NBAA Convention for Piaggio Aero's new CEO, but Alberto Galassi is determined to perpetuate his company's tradition of teasing the market and the media about the next-generation twinjet, long rumored to be on the drawing board. The semiofficial artists' impressions that have



Alberto Galassi.

come to light over the years have been deliberately misleading, he admits, but the unchanged message is that "the Avanti will have a bigger brother" that is under continuing development and "there will be no overlap" with the twin-prop.

Midterm, the Avanti is likely to gain additional range in any new version that may be launched, while Galassi conceded that some work to mitigate external noise might promote good-neighborliness, even though the aircraft's interior is remarkably quiet (68 dB).

With no stock of white-tails to worry about, Galassi says Piaggio's recovery strategy includes "convincing customers that if they wait to next month, the aircraft will not necessarily be cheaper." Also, he believes that the market recovery "will not begin in the U.S., but in Asia or Europe."

For the short term, he confessed, "We have to have a smile on our faces to keep us going." *Show News* suspects that this part of the business plan has been leaked to—and is being actively employed by—the opposition.

—Paul Jackson

### Comlux Airbus A318 Elite

Taxiing in for static display is Malta-based Comlux Aviation Group's second Airbus A318 Elite, delivered in January this year. The interior is very similar to the first, but has additional VIP features—not the least of which is a dome in the lounge ceiling. Also in the Comlux charter fleet are an Airbus ACJ, two Bombardier Global XRSs, a Global 5000, Challenger 605 and two Challenger 850s. [Static 455.](#)



### Diamond DA42 NG

The third production example of Diamond's newly certified DA42 NG, powered by two proprietary Austro Engine AE300 170 hp turbo-diesel engines, was flown across the Atlantic in July to become the U.S. demonstrator. During delivery it burned 5.6 gph per engine at FL140 at 65% power. This airplane is a Platinum Edition with special interior, chrome spinners and trim accents. [Static 419.](#)



### Embraer Phenom 300

Straining at the bit to get started, Embraer's Phenom 300 is within weeks of certification and the start of deliveries. Five aircraft are contributing to the trial and promotional programs, the latest of which—at [Static 425](#) this week—was first flown on August 8. It is the first to have a completed interior, and made its debut as such at the Latin American Business Aviation Conference and Exhibition (LABACE) in mid-August.



### Farnborough F1 Kestrel

In with a chance? Fresh in from England, the Farnborough F1 Kestrel is the proposed factory-assembled alter ego of Epic's customer-built LT. Previously the poor relation, it now finds the U.S. Epic in even worse financial health than itself and in a position to seek funding investment for a production line. [Static 653.](#)



### Morane-Saulnier Paris

Grand-daddy of all the VLJs, the Morane-Saulnier Paris first flew in 1954. Many ex-military aircraft are still in gainful civilian employment, 45 of them on the N-Register, of which two (as here) are assigned to Team MS760 Aerobatics, sponsored by JetSet Global Fuel for the 2010 air show season. Pilots are Captain Dale "Snort" Snodgrass, U.S. Navy Ret., and Lt. Colonel Jerry "Jive" Kerby, U.S. Air Force Ret. JetSet Global Fuel is at [OCCC Booth 4612.](#)



### PiperJet

Here last year only in the exhibition hall, the PiperJet prototype is now well into its trials program and was shown both on the ground and in the air at the EAA's AirVenture at Oshkosh recently. The company has good news about the aircraft's handling characteristics and may have an announcement on the subject of timetables this week. [Static 621.](#)

