Clare Leavens Award • Joe Chase Award • Aviall High Achievement Award

AirMaintenance UPDATE

The Magazine for Aircraft Maintenance Professionals

Transport Canada Approved for R/T

CRYSTAL CABIN AWARDS 2026

OPINIONS

INDUSTRY AFFAIRS

TC FEEDBACK

REPORTS & COMMENTS

RAISING THE BAR:

THAT'S HOW THE BOUNCES GO

AME & PAMA NEWS

Publication Mail Agreement No. 0041039024
and Return Undeliverable Canadian Addresses to
Alpha Publishing Group (2004) Inc.
Unit 100 - 6660 Graybar Rd, Richmond BC V6W 1H9
email: amumagazine@outlook.com

April - May 2026
Volume 24 / Issue 6

$7.95

Canadian Aero Accessories Ltd.

Component Sales **Overhaul & Repair**

Trusted
Experience
Since 1964

CALL US FOR THIS & MORE !

- Fire Bottles • Oxygen Bottles • Escape Slides • Life Rafts
- Starter Generators • AC Generators • Generator Control Units
- Boost Pumps • Fuel Pumps • Blowers • Valves • Brakes
- Hydraulics 5606 and Skydrol • Electronics/GCUs
- Actuators - Hydraulic and Electrical

Authorized repair Station For

GOODRICH

Ice protection systems

170 George Craig Blvd. N.E., Calgary, AB, Canada T2E 7H2

ph: 403.250.9077 • fax: 403.250.6841

sales@cdnaero.com

www.canadianaero.com

Return to Class and Pizazz?

THOSE OF US who remember how air passenger hospitality once included silverware and three-course meals often make grim comparisons to the sad pretzels that now pass as "in-flight service." But wait—maybe there's light at the end of the tunnel. Air Canada announced in early March that it plans to return some of the class and pizazz of destination travel by introducing what it calls "the industry's best leisure carrier experience."

The medium for this return to creature comfort is the Boeing 737 MAX 8 aircraft, which has entered service at Air Canada Rouge with a "comprehensive cabin renewal program, focused on delivering a more comfortable, connected, and consistent onboard experience." This fleet transition will bring upgraded interiors, including personal seatback entertainment, reclining seats and complimentary Wi-Fi.

Customers flying Rouge will also be offered free wine, beer and Canadian-made premium snacks, with cabins configured to 12 Business Class seats, 18 Preferred seats offering extra space, and 147 Standard Economy seats. The transformation extends across the entire network. Air Canada's Airbus A320 and A321 aircraft, currently operated by Rouge, will be retrofitted to the latest design standard.

To support this leisure-focused growth, Air Canada has opened a new Rouge crew base in Vancouver, coinciding with the entry into service of the first Rouge Boeing 737 MAX 8 aircraft. While upgrades to the customer experience extend to regional travel, this investment directly supports more sun and leisure flying from Western Canada, such as the recently announced return of winter service from Calgary to Cancun and Puerto Vallarta.

Just don't expect ashtrays to reappear on seat arms anytime soon. ■

— John Campbell, Editor

Departments

Features

AirMaintenance Update
Unit 100 - 6660 Graybar Road
Richmond BC V6W 1H9 Canada
phone: (604) 214-9824
fax: (604) 214-9825
email: chrissie@amumagazine.com
website: www.amumagazine.com

editor: John Campbell
art director: Cliff Vickstrom/DQ
publisher: Bill Carter
sales manager: Bill Carter
Advertising inquiries: (604) 214-9824

production manager: Chrissie Harvey
circulation: Anne Gervin
cover photo: Ricky Deacon/Dreamstime.com

Published by Alpha Publishing Group (2004) Inc.

Publication Mail Agreement Number 0041039024 and Return Undeliverable Canadian Addresses to:
Alpha Publishing Group (2004) Inc.
Unit 100 - 6660 Graybar Road
Richmond BC V6W 1H9 Canada

Subscription Rates: 1 Year: $40 2 Years: $60
AirMaintenance Update is published 6X annually.

Corporate Member of:

HAC · Helicopter Association International · NBAA

Publications Mail Registration No. 0007198278
ISSN 1703-2318

Upcoming Events

TRADE TICKETS for the most important aerospace and defence event of the year, Farnborough International Airshow 2026, are officially on sale, marking another edition of the global aerospace showcase. Returning July 20-24, 2026, the airshow will be the largest and most ambitious in its 78-year history, following record-breaking demand and the addition of a brand-new sixth exhibition hall.

With exhibitor space selling out exhibition halls and chalets 12 months in advance, and a waiting list of more than 50 organizations, the 2026 airshow is set to welcome more international participation than ever before, reinforcing the airshow's position as the premier platform for innovation, collaboration, and investment across aerospace, defence, space, and adjacent sectors.

This landmark edition introduces major new features designed to influence and accelerate financial innovation across the sector, strengthen global industry ecosystems and empower small and mid-size enterprises (SMEs).

Defence SME Zone

This zone will make its debut as a dedicated showcase for high-potential international organizations specializing in defence and security technologies. Designed exclusively for businesses with a turnover under £10 million, the zone provides an opportunity for SMEs to engage directly with the global defence supply chain; connect with primes, investors, media, and government delegations; participate in exclusive networking events; and showcase innovations to more than 100,000 visitors.

The Enterprise Gateway

Launching at the heart of the show alongside the renowned Business Connections Exchange, The Enterprise Gateway is a three-day expert-led program designed to drive supply chain development and unlock growth opportunities for SMEs and primes across multiple sectors.

This new feature will provide practical workshops on procurement, regulation, exports, and funding; keynotes and mentoring from industry leaders and policy-makers; live pitching sessions connecting SMEs with investors and primes.

Record-breaking airshow ahead

With the largest-ever international industry presence, the 2026 edition underscores the demand from the world's most influential organizations to do business at one of the most trusted airshows in the world. Twenty-six international pavilions, including India, Japan, Australia, Mexico, Brazil, and Switzerland, are already confirmed.

The week concludes with Pioneers of Tomorrow welcoming thousands of young people for a dedicated STEM day, inspiring the next generation of industry leaders. Exhibitors, known as Champions of Tomorrow, will be demonstrating the opportunities within the sector and enable businesses to engage with the future workforce throughout the day directly helping to solve the skills-gap. The day will include dedicated features and activity, including a Careers Fair and digital Job Board. ✪

COMING EVENTS

Spirit of St Louis Airshow
June 6-7, 2026
Chesterfield, Missouri
www.spirit-airshow.com

Advertisers Index

EVENTS CONTINUED :

2026 CBAA Convention & Exhibition
June 9-11, 2026
Calgary, Alberta
www.mms.cbaa-acaa.ca

North Bay Armed Forces Day
June 10, 2026
North Bay, Ontario
www.northbay.ca

Barrie Airshow 2026
June 13-14, 2026
Barrie, Ontario
www.barrie.ca

Aerofete de Beauce
June 24, 2026
Saint-Georges, Quebec
www.aerofetedebeauce.com

STCs & new products

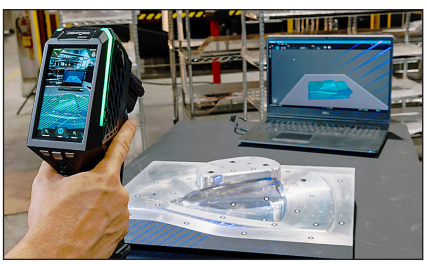
Socket extractor set is impact ready

GripEdge has expanded its G-FORS master socket extractor lineup with the launch of the MXC13S, a 13-piece 1/2-inch drive metric & SAE set engineered to remove stubborn, stuck and even rounded fasteners. The MXC13S is hand- and impact-ready, featuring multiple drive options including an internal square drive for ratchets, breaker bars, and impact wrenches, as well as an external hex drive for use with wrenches or pliers. Manufactured from high-strength chrome-molybdenum steel and finished with a corrosion-resistant coating, the set is built to withstand harsh conditions. **www.gripedgetools.com**

Bells added to forest service radio STC

Avionics manufacturer **Anodyne Electronics** has added Bell 206 and 407 aircraft to the existing Supplemental Type Certificate for its MTP136D P25 forest service and MTP138 VHF FM radios. The Transport Canada awarded STC SH24-21 now simplifies radio installations with the MTP136D gaining United States Forest Service approval just over 12 months ago and more than 450 radios have been delivered to aerial firefighting customers to date. The MTP136D is a USFS-approved P25 aerial forest service solution for digital and analogue communication on all channels across the 136 to 174MHz frequency band. **www.aem-corp.com**

Scan tool produces 3D measurements



FARO CREAFORM has introduced its HandySCAN 3D EVO series, a handheld 3D laser that features a high-resolution 12 MP camera, real-time visualization, quick access to parameters, and processing options directly on the scanner's 4.3-inch touch screen display, eliminating the back and forth to the computer. FARO claims an accuracy of .020mm and a volumetric accuracy of .02 mm + .015mm/m powered by 46 blue laser lines (+1 extra line). The company also says HandySCAN 3D EVO produces accurate 3D measurements wherever you need them through the use of a 350mm scale bar. **www.faro.com**

Avionics upgrade is collaborative effort

De Havilland Canada says a Supplemental Type Certificate for its CL-415 Avionics Upgrade was officially approved by Transport Canada and that it marks a significant advancement in the modernization of its waterbomber platform.The certification is the result of a collaborative effort between De Havilland and its subsidiaries, Mid-Canada Mod Center and Avionics Design Services, in partnership with Universal Avionics. The newly certified avionics suite will also be incorporated into the upcoming DHC-515 aircraft, ensuring fleet commonality and operational efficiency across both platforms. **www.dehavilland.com**

Mechanical conveyors carry five-year warranty

Advance Lifts, a manufacturer of industrial scissor lift tables and dock lifts, is now selling its mechanical vertical reciprocating conveyors engineered to move goods and materials safely and efficiently between floor levels in manufacturing, warehouse, and distribution environments. Each unit is powered by motors equipped with integral holding brakes to prevent unintended carriage movement, while double chains provide lifting strength and durability. Mechanical locking brakes automatically engage in the event of a chain failure. Advance Lifts' Mechanical VRCs are backed by a five-year structural warranty and a one-year electrical warranty. **www.advancelifts.com**

New electric engine serves kit plane market

Florida-based magniX has launched the magniAIR electric engine for general aviation, initially targeted at the class of aircraft used for recreational flying and flight training. magniX is integrating the magniAIR as part of a full magniX powertrain into a Van's Aircraft RV-10 kit plane scheduled for first flight later this year with the motor available to purchase in 2027. The magniAIR is said to deliver class-leading power-to-weight of 175 kW at 55kg and can be integrated as part of a full magniX powertrain into a range of aircraft in that class. **www.magnix.aero**

To announce your STC or new product, email a JPG photo and a product description to John at: amu.editor@gmail.com

the Amazon staircimber

the AUTOMATED lifting solution

- safe, dignified passenger transfer
- self-propelled: no lifting required
- versatile: used on commercial and corporate aircraft
- simple and easy to operate: training provided
- lifts 350 lbs. / 160 kg with the push of a button
- portable: use at base or take it with you

- compact and lightweight
- transports passeners quickly
- ensures fast and efficient turn times
- reduces risk of injury to staff and passengers
- unique, specialized design
- patented braking system

Tel: (604) 247-2128
Fax: (604) 214-9825

BKD AEROSPACE INDUSTRIES INC.

Call us for a quote or visit our website for more details.
Watch our online videos at www.bkdaerospace.com

info@bkdaerospace.com
Unit 100 — 6660 Graybar Road
Richmond BC V6W 1H9 Canada

DASH-8 IDEALLY SUITED TO WESTERN AUSTRALIA

De Havilland Canada's Calgary facilities has refurbished a Dash 8-400 to customer specs, after which it was delivered by aircraft lessor TrueNoord to Australian carrier, Nexus Airlines. The turboprop has entered service immediately serving regional routes across Western Australia. The Dash 8-400 is said to be ideally suited to the airline's routes due to its performance in hot conditions. "We are delighted to continue working with Nexus Airlines and to support the expansion of their Dash 8-400 fleet as they enhance vital regional connectivity across Western Australia," said Carst Lindeboom, sales director Asia Pacific at TrueNoord.

NORTHERN FLYER LAUNCHES NEW BRAND

McFarlane Aviation has launched McFarlane Alaska, a new brand purpose-built to serve the unique demands of the backcountry flying community. This initiative brings together Alaskan Bushwheels and Airframes Alaska under one unified name, strengthening manufacturing, support, and innovation in the region. Aircraft parts from both product lines will now be produced and supported under McFarlane Alaska including Alaskan Bushwheels, PA-18 fuselages, aluminum lift struts, wheel and brake kits, and PSTOL flaps. "I'm incredibly proud of the company we've built and the products that Alaska pilots have trusted for years," said Sean McLaughlin, CEO of Alaskan Bushwheels and Airframes Alaska.

TOP SHOP AWARD GOES TO STANDARDAERO

StandardAero has once again been voted 'Best Engine Overhaul' in the annual The145.com Top Shop Awards. This marks the fourth year in a row that StandardAero has been honoured with the award and the 15th consecutive year that StandardAero has been recognized with a Top Shop Award. The Top Shop Awards are entirely peer driven, with 11,175 nominations and 6,021 votes cast this year across 50 different repair categories. "StandardAero is honoured and privileged to have been recognized with the 'Best Engine Overhaul' award again this year," said Rebecca Lane, Senior Vice President, Global Sales – Commercial Engine Services for StandardAero.

SPECIAL LIVERY MARKS SAS ANNIVERSARY

SAS has marked the start of its 80th year of operations with a specially painted Airbus A330-300. The livery features SAS blue with the Scandinavian flag reinterpreted as a reference to the classic 1980s livery, alongside a new anniversary symbol inspired by the aircraft's engines and fuselage. The aircraft is part of the airline's long-haul fleet, which includes eight Airbus A330-300s. The anniversary comes 80 years after SAS's first intercontinental flight on September 17, 1946, a route from Stockholm to New York. Today, SAS links Scandinavia with destinations across Europe, North America and Asia, using Copenhagen as its primary international gateway.

AUTOLAND SYSTEM EARNS FAA CERTIFICATION

The HondaJet Elite II has become the first production model twin-turbine very light business jet certified to equip Emergency Autoland, following certification of the system by the Federal Aviation Administration. As the name implies, the EAL system is designed to enable the aircraft to land autonomously in an emergency situation where the pilot has become incapacitated. EAL-equipped aircraft can autonomously evaluate weather, terrain, fuel, and runway dimensions to select the optimal diversion airport, configure the aircraft for landing, navigate along the approach path, land the aircraft, and apply the brakes to a full stop on the runway.

PORTER SERVICE STAFF JOIN IRONWORKERS

The United Steelworkers union has enrolled 146 new members following the certification of Porter Airlines customer service workers at Toronto Pearson International Airport. Workers came together to address key workplace concerns, including fair wages, hours of work and access to benefits, as well as the ability to negotiate their working conditions. Workers said they chose to join the USW because they saw the union as a good fit for the representation they sought within the airline industry. This certification reflects the growing number of workers in the airline and service sectors who are choosing to unionize to strengthen their collective voice at work.

BUSINESS AVIATION STILL FLYING STRONG

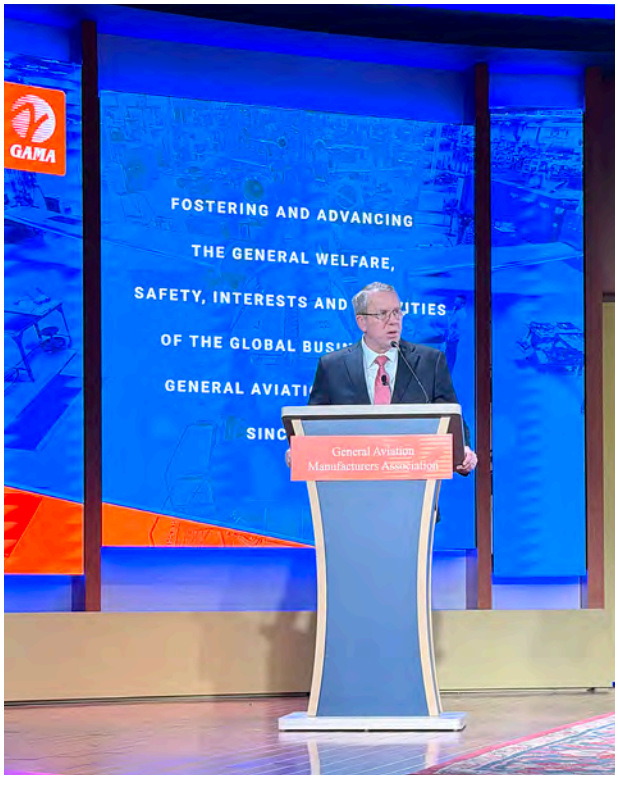
The International Aircraft Dealers Association (IADA) reported the business aviation market remained fundamentally strong in the first quarter of 2026. The organization's First Quarter Market Report, featuring perception surveys and actual performance data, signalled continued demand outpacing supply and stable pricing across most categories, leading to generally positive expectations for the year ahead. Survey respondents described a market defined by resilience and discipline, even as geopolitical uncertainty and macroeconomic risks introduce a more measured outlook compared with late 2025. Overall sentiment reflects steady performance with underlying strength in demand, constrained inventory, and sustained transaction activity.

JAZZ IS FIRST CANADIAN TO JOIN ECIP

Embraer and Jazz Aviation have announced a spare parts inventory support agreement for all the E-Jets in the airline's fleet. Jazz currently operates 25 E-175 jets and will be the first customer of the Embraer Collaborative Inventory Planning (ECIP) program in Canada. ECIP is Embraer's collaborative, data-driven inventory planning program in which Embraer covers most of the spare parts investment and manages materials to help reduce airline downtime. ECIP also features fixed yearly pricing for each part which allows customers to balance costs more precisely and increase inventory efficiency with predefined lead time attached to guaranteed performance levels by Embraer Services & Support. ■

State of the Industry: Incubator and Developer

GAMA president Ron Draper says General Aviation now outpaces commercial and military platforms as a fast mover of advanced technology.



Above: Textron's Ron Draper addresses media. Top, right: Textron Aviation Career and Learning Centre. Right: Textron's Learning School reaches out to students, veterans and adults seeking career changes.

AT **A RECENT** General Aviation Manufacturers Association (GAMA) State of the Industry press conference, GAMA Chairman Ron Draper, president and CEO of Textron Aviation, delivered a clear message about the strength and future of general aviation. Speaking alongside industry leaders, Draper positioned the sector as a driving force for technological advancement and economic growth while outlining the opportunities ahead.

Draper told reporters the general aviation industry remains on solid footing, supported by strong customer demand and another year of record billings. "The industry feels very healthy," Draper said. "I think all OEMs are seeing good sales and backlogs, and the market's been strong."

He noted that companies are turning to general aviation to meet evolving business needs, a trend reinforced by the sector's reputation as a fast mover in advanced technology. Draper said today's general aviation aircraft often outpace commercial and military platforms in cockpit safety, automation and situational awareness.

"If you buy one of the aircraft that this industry is producing today … it has more technology, more situational awareness for the pilot and their airspace than most of the airliners you're getting on or most of the military aircraft that are flying in the airspace," he said.

Draper emphasized that the industry's ability to bring new systems to market quickly gives operators early access to innovations that ultimately strengthen the broader aviation ecosystem. "We're able to introduce technology faster, and we're investing at a rapid rate," he said. "This industry is a really good incubator and developer of technology."

While the market outlook remains strong, Draper said labour shortages across the supply chain often limit production more than demand does, driven by retirements and the need to train new employees to replace decades of experience. "It takes highly skilled and talented people to build these machines and to build all the parts that go in them," he said. "We're trying to solve this problem any way possible."

Draper described an increasingly proactive approach to talent development, including outreach to high school students, veterans and adults seeking career changes. "We [Textron) bring in high school interns every summer … and they're learning about the different jobs that we have in hopes that when they finish high school, perhaps they choose a trade."

Textron Aviation's investment in training infrastructure is a central part of this strategy. Draper highlighted the company's new Career and Learning Center and its simulated factory environment. "We built a new training career centre … a simulated factory so we can take somebody with no skill and put them through what it's like in their job classification."

As GAMA chairman, Draper underscored the need for stronger global alignment in aircraft certification, calling consistent regulatory standards essential for safe, efficient design and international sales.

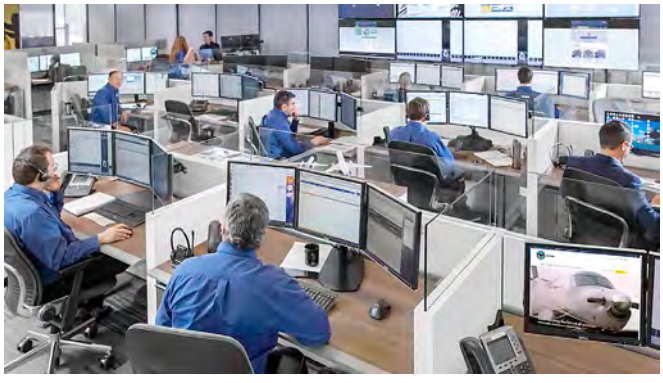
"We design and build aircraft … with the hope of selling it all over the world," he said. "We need alignment between these regulation agencies — Transport Canada, the FAA, EASA, ANAC and others around the world."

Draper acknowledged that harmonizing standards across countries is complex, but he emphasized that it remains a critical priority for manufacturers and customers who rely on predictable, coordinated regulatory pathways. He also pointed to encouraging signs of progress at the FAA, noting improvements in staffing, training and engagement that support a healthier certification environment.

"I would just commend the FAA. They are making improvements," he said. "They are in the office. They are hiring. They're trying to train people. We see progress." ■

Customer Feedback Drives Transformation

Pratt & Whitney Canada says the feedback from its annual customer survey is critical for driving future changes and improvements.



P&WC says it is eager to know what operators are thinking.

EACH YEAR, Pratt & Whitney Canada conducts a major survey of its civil engine operators around the world. Intended for everyone, from leadership to maintenance technicians, this detailed questionnaire covers a vast range of topics spanning customer feedback, satisfaction levels, and ease of doing business. These days, people regularly receive invitations to participate in questionnaires through email and social media. But this survey is different because its in-depth nature and the way it directly influences company decisions set it apart.

"Customer feedback is foundational to a truly customer-centric culture and a forcing function for change," says Nivine Kallab, Vice President, Customer Programs, Pratt & Whitney Canada.

"It makes the customer's voice tangible and ensures decisions are grounded in real customer insights rather than assumptions. We are committed to translating these insights into action and delivering meaningful, measurable improvements."

Some recent feedback has indicated that operators need more maintenance, repair and overhaul support. To address this, P&WC has increased capacity at its MRO shops. To continue to advance digitization while strengthening communication, P&WC facilities worldwide have adopted the MRO Hub, which provides real-time status updates to customers as their engine progresses through its facilities, instant access to cost estimates, teardown reports, and much more.

P&WC has increased capacity at its MRO shops.

Nivine Kallab, Vice President, Customer Programs, Pratt & Whitney Canada.

For almost a decade, P&WC has partnered with market research experts Verde Group to run the survey. They distribute personalized surveys to P&WC engine operators by email. The 2026 survey period has now concluded, with updates and insights to be published later this year.

The results are anonymous, but participants who choose to do so can link their name to it, for a P&WC representative to reach out. What's more, along with the main survey, P&WC conducts more extensive follow-up interviews with willing customers to gain more in-depth information by taking a deeper dive into their responses.

There are other ways to share your feedback too, such as talking to P&WC representatives at trade shows or reaching out to your local sales manager. Regardless of the channel, P&WC says it is eager to know what operators are thinking. ■

Yellow is a Problem

BY SARA ROSSO

Boeing engineers hope to solve fuselage pitting with a new paint stripping formula.

Coatings engineer Katia Badaeva tests formulations.

BOEING TEAMS have qualified a paint stripper to help prevent the small pits that used to appear on aluminum fuselage skins. The previous paint stripping formula caused a chemical reaction that could corrode the metal, which was frequently documented by field operators and maintenance teams. Even tiny pits require inspection, potential repair and can delay aircraft return-to-service. Reducing the pitting issue reduces rework and allows maintenance teams to focus on scheduled maintenance rather than repairs.

Engineers recreated the problem in the lab and tested variables such as temperature, application method and chemical combinations. The team, which includes Katia Badeva, Mark Johnson, Derek Mar, Harry Prepotente, Ryan Anderson, Elizabeth Lam and Christopher Meyer, identified three critical factors:

(1) The pitting appeared where a specific yellow pigment was present in paint and interacted with paint stripper.

(2) Damage occurred when acid- and peroxide-containing strippers were mixed and applied on the skins.

(3) A particular acid-activated product applied at elevated temperatures (>85F) also created the damage.

"We tested countless paint pigments for interaction with the paint stripper," said Mark Johnson, chemical engineer. "Only one caused the pitting." Electron microscopy and pigment testing revealed a reaction at the pigment-metal interface where metallic ions in the yellow pigment precipitated as nanoparticles, creating micro-cathodes that drove localized galvanic corrosion.

Boeing shared its findings with the paint stripper manufacturer, who reformulated the product to remove reactive ingredients while maintaining performance. The supplier tested at least five versions before achieving a formula that can: eliminate the reactive pit formation pathway; maintain or improve stripping speed; spray thicker and cling to paint better for consistent coverage; be used in temperatures above 85F; and be dyed a distinct colour so crews can identify it quickly and avoid intermixing with peroxide-containing strippers.

"Knowing which chemicals cause the skin pitting helped us focus on the solution," said paints and coatings engineer Katia Badaeva. "Changing the chemistry affected performance in other ways, so we had to iterate to keep efficiency while preventing damage."

Right: An engineer examines corrosion pits on clad aluminum test panels. Below: Boeing engineers worked with paint technicians and suppliers to reformulate a paint stripper.

The operational impact? Previously, operations above 85F risked creating pits, limiting stripping in hot environments. With the new stripper, teams can more safely remove paint on airplanes across a wider range of temperatures without added inspections or repairs, reducing cycle time and cost. ■

Rise of the Racer

Can a helicopter combine high speed with improved fuel-efficiency? Airbus thinks so.

BY PAUL ASHCROFT

Airbus Racer on a test Flight.

CURRENTLY STILL IN DEVELOPMENT, the Airbus Racer high-speed demonstrator has continued to expand its flight envelope. With over 50 flight hours now logged, the aircraft has stacked new milestones — from steep slope landings to high-G turns — hoping to prove its mission capacity.

Funded by the European program Clean Sky 2, the Racer was designed to answer a critical question: Can a helicopter combine high speed with improved fuel-efficiency?

The demonstrator has already reached a cruise speed of 440 kmh while burning 25 percent less fuel than a conventional helicopter. During its latest test campaign, the demonstrator successfully completed a 14-degree landing. Unlike standard helicopters that require difficult manoeuvers to match the slope, the Racer uses it configuration to its advantage. By keeping its main rotor level and using its side propellers to angle the aircraft, it can land perfectly parallel to the slope. This capability enables the Racer to land in areas that would have been considered off limits for conventional helicopters — greatly expanding the operational possibilities for this type of aircraft.

In terms of vertical performance, the Racer recently soared to 3,048 metres in just two minutes and 44 seconds. Travelling at 260 kmh, this translates to a climb rate of 1,097 metres per minute, roughly twice as fast as a conventional rotorcraft. This record was set by the Racer in its standard configuration.

High speed often comes at the cost of maneuverability, but the Racer recently executed sharp 2g turns while flying at 370 kmh. At high speeds, the Racer's wings take on the lifting load, freeing up the main rotor and side propellers to focus on extreme agility. This compound configuration also enables the aircraft to accelerate and decelerate while maintaining a constant altitude. Unlike conventional helicopters that must pitch the nose down to accelerate or up to brake, the Racer can change speed and remain level. ■

Maintenance Matters

Unsurprisingly, the role of aircraft upkeep is an important factor during insurance claims.

BY GLOBAL AEROSPACE EDITORIAL TEAM

Global Aerospace Editorial Team.

Maintaining an aircraft is about much more than keeping it working properly. As owners and operators understand, maintenance serves as a dual-purpose tool for risk management and financial protection. While every pilot knows that a well-maintained aircraft is a safer one, fewer people stop to think about how following an appropriate maintenance schedule affects an insurance claim after an incident.

The reality is that the quality of your maintenance program and the precision of your record-keeping are often the deciding factors in whether a claim is paid quickly, reduced or denied entirely. Proper aircraft upkeep and insurance coverage are two sides of the same coin. One provides physical safety, while the other provides a financial safety net. If you neglect one task, you weaken the other.

Insurance companies don't just look at what happened during an accident. They look at the history of the aircraft to understand why it happened. Underwriters and claims adjusters spend significant time scrutinizing aviation maintenance records to look for a pattern of diligence. There is a very real difference between being airworthy in the eyes of the FAA and being insurable in the eyes of an insurer. A simple lapse in regulatory compliance could potentially void the coverage for a specific loss.

Owners need to understand the connection between aircraft logbooks and insurance claims.

Claims adjusters spend significant time scrutinizing aviation maintenance records to look for a pattern of diligence.

Many aircraft failures are not the result of sudden accidents. Instead, they often occur due to seemingly minor issues that evolve into significant problems over weeks, months or years.

One of the most common triggers is mechanical failure linked to deferred maintenance. Aircraft incidents trigger in-depth investigations, and if it is determined that the owner ignored recommended services, the insurer might argue that the loss was preventable and not an accidental occurrence.

Other issues involve improper or incomplete inspections where a technician missed a recurring problem. Insurers also see claims involving the use of non-approved parts, work performed by unqualified maintenance providers or mistakes made during servicing. For example, failing to secure a panel properly or leaving a tool loose in a sensitive area can lead to maintenance-related aircraft claims.

Moreover, it is crucial for owners to understand the connection between aircraft logbooks and insurance claims. When you file a claim, the first thing an adjuster will ask for is the logbooks, and can you prove that you complied with all Airworthiness Directives and Service Bulletins. Digital records have become more popular because they are harder to lose and easier to share.

Yes, neglecting your aircraft can lead to a very expensive lesson in policy exclusions. If an owner fails to keep the aircraft in an airworthy condition, pursuant to regulatory requirements, they might be in breach of warranty clauses. This is significant because a breach of warranty could lead to an aircraft insurance claim denial related to maintenance.

In some cases, an insurer might not deny the whole claim but might instead opt for a claim reduction. This typically happens when the insurer determines that poor maintenance contributed to the severity of the damage but wasn't the sole cause. Either way, the financial hit to the owner may be significant. It's much cheaper to pay for pre-emptive inspections and service than to cover 50 percent of a hull loss out of pocket. ■

Pepsi, Where's My Jet?

Frontier Airlines makes good on a decades-old soft drink giant's marketing promo.

In 1995, **Pepsi** rolled out its "Pepsi Stuff" promotion, a marketing campaign designed to encourage soda drinkers to rack up Pepsi Points, which could be redeemed for branded merchandise. A TV commercial showed various prizes, from T-shirts to leather jackets, but the top prize came at the end of the Ad: a Harrier Jet, shown landing dramatically at a high school as a teenager quipped, "Sure beats the bus." The required price? Seven million Pepsi Points.

While most viewers recognized this as a classic example of zany advertising—John Leonard saw an opportunity. Realizing he couldn't drink his way to seven million Pepsi Points he exploited a clause in the promotional materials allowing points to be purchased for 10 cents each. He sent Pepsi a check for $700,008.50 (covering the cost of seven million points plus the 15 actual points he had collected) along with an order form requesting a Harrier Jet. Pepsi's response? They rejected Leonard's order, explaining that the jet was not part of the actual Pepsi Stuff catalogue and that the commercial was "clearly a joke." Leonard, undeterred, filed a lawsuit seeking specific performance: the delivery of a Harrier Jet. The court, however, saw things differently and ruled in Pepsi's favour, finding that the commercial was not an enforceable offer.

Fast forward 30 years and Frontier Airlines is stepping in to do what no one else would — they're making Leonard's dream come true (sort of) by redeeming his original seven million points for seven million miles, enough to fly free on a jet for the rest of his life. "We're not only giving redemption to John, but also to consumers who have been left behind by other loyalty programs," said Bobby Schroeter, senior V.P. and chief commercial officer for Frontier Airlines, which invited other travellers to get in on the action. Recently, consumers could swap unused reward points from other brands and receive up to 5,000 free Miles for an "Award flight." ■

★ TRANSPORT CANADA ★

Reports and Comments

The following are selections of Canadian Aviation Service Difficulty Reports originally published as "Feedback" by Transport Canada.

Right: Corrosion pitting on aft trunnion pin.

REPORT: BOEING 737-800

Main Landing Gear (MLG) aft trunnion pin

Subject:

During the investigation of a recent MLG collapse of a B737-800 aircraft, it was discovered that a fractured MLG aft trunnion pin had failed. Following the event, during a pro-active campaign to replace left and right MLG aft trunnion pins, an additional defective pin was found. The right MLG aft trunnion pin on a second aircraft was found with defects and exhibited plating cracking. The trunnion pin was sent to the Transportation Safety Board (TSB) lab for further investigation. The aft trunnion pin life limit is 75,000 Flight Cycles (FC) and restoration/overhaul is at 21,000 FC or 10 years.

The subject aft trunnion pin times since new were:
Date: 02/10/2008
Time Since New (TSN): 57 791 Flight Hours (FH)
Cycle Since New (CSN): 19 198 FC
Time since last restoration/overhaul:
Date: 04/06/2018
Time Since Overhaul (TSO): 20 721 FH
Cycle Since Overhaul (CSO): 7667 FC

Transport Canada Comments:

The aft trunnion pin that was found damaged, and the one that failed upon landing, had been in service since early 2009 and accumulated 19,198 FC and 17,920 FC of total time respectively. Both pins had been through one overhaul and the times at overhaul were 11,531 FC and 9142 FC at the 10-year calendar overhaul limit. The Federal Aviation Administration (FAA) issued an Airworthiness Directive (AD) US2016-18-01 mandating a Service Bulletin (SB) 737-32-1448R1 and later superseded it with AD US2019-01-03 mandating SB737-32-1448R2 for MLG forward and aft trunnion pin assemblies inspection and change, due to previously found corrosion and cracking issues. The operator had complied with the ADs and SB requirements and had upgraded the pins to the latest part number.

The Transport Canada Civil Aviation (TCCA) is aware of two National Transportation Safety Board (NTSB) reports. One from August 2023 on a 15-year-old aircraft, and one in December 2019 on a nine-year-old aircraft, which describes MLG aft trunnion pin failures occurring at 15,826 FC and 23,535 FC. The August 2023 report noted one overhaul of the pin and cracking had occurred at least 797 FC before failure. The December 2019 report noted two overhauls of the pin and cracking occurred at least 6,225 FC before failure. This means the pins in these two earlier events started cracking at 15,029 FC and 17,300 FC since new.

Please be aware that MLG aft trunnion pins have failed in the range of 15,029 to 19,198 FC since new on some aircraft. This is well in advance of the published 75,000-cycle life limit or in some cases even the overhaul interval of 21,000 FC.

REPORT: CESSNA 525B

Air Conditioning Compressor Motor Fan – Risk of fire

Subject:

The flight crew had engines running waiting for taxi instructions when the aft baggage smoke Crew Alerting System (CAS) appeared, the Quick Reference Handbook (QRH) was referenced, vapour cycle system was shut down, and the engines were shut down. The First Officer (FO) opened the aft baggage door to inspect the cargo hold and he was met with a rush of smoke. The aft battery bay was then accessed to locate the source. At this point, visible flames were present in the rear tail compartment. The flight crew declared a mayday and exited the aircraft.

By the time the fire department arrived, the fire had extinguished itself. Photos provided by the flight crew confirm the vapour cycle motor was on fire. This unit has been in service since 2017. It has never reached its first scheduled inspection as per the Aircraft Maintenance Manual (AMM) 5-12-41 at 500 vapour cycle system hours. The fire occurred at 323.1 vapour cycle system hours.

Transport Canada Comments:

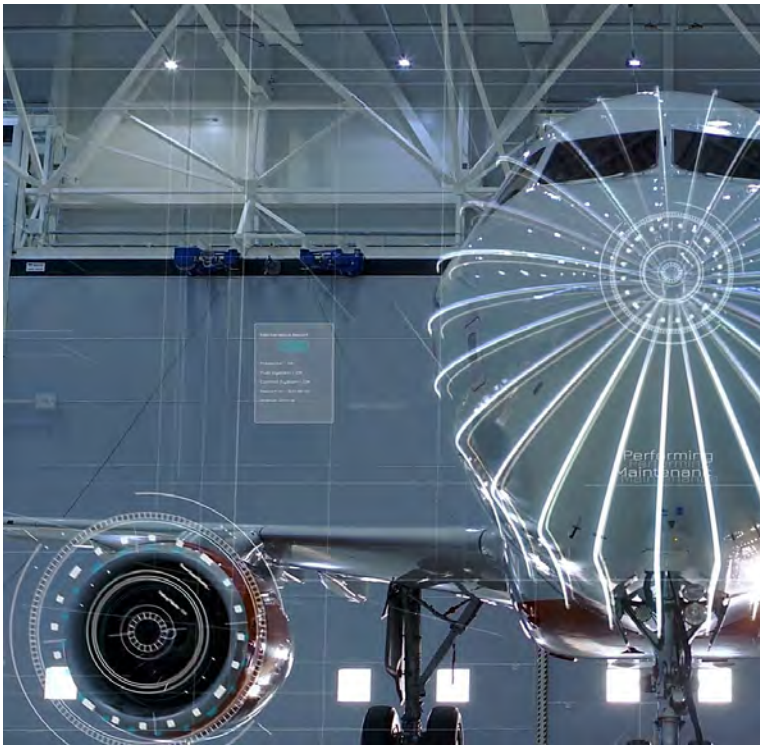
On further investigation, it was determined that the air conditioning compressor motor fan Part Number (P/N) 1134608-1 had failed, leading to overheating that caused the plastic shroud to catch fire. Textron Aviation has published Service Letters (SL) 525A-21-03 and 525B-21-06 which


Fire damage / melted compressor motor plastic

suggests replacing the original stamped 0.030 aluminum fan with a new machined part P/N 1134608-3. This applies to Citation model 525A (CJ2, CJ2+) and 525B (CJ3, CJ3+) aircraft.

Transport Canada Civil Aviation strongly suggests operators follow the instructions of the applicable SL for aircraft currently in-service and for any spare air conditioning compressor units that may be held in inventory. Other failure modes may also result in overheating. Any occurrence encountered where the plastic shroud has melted should be reported as a Service Difficulty Report (SDR)..

REPORT: COLLINS AEROSPACE



Chemical Oxygen Generator - Disposal and Reporting

Subject:

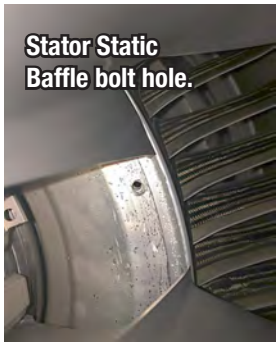
European Aviation Safety Agency (EASA) published Safety Information Bulletin (SIB) 2025-11 raising awareness that some chemical oxygen generators may fail to activate during end-of-life disposal or in-service use. SIB 2025-11 states: "… chemical oxygen generators are activated (expended) and disposed of when they reach their end of life, even if they have not been used.

B/E Aerospace Systems, part of Collins Aerospace, has recently issued service instructions to remind operators of the expiration dates of these components and to reiterate the requirement for their activation and disposal at end of life. "Any findings or anomalies observed during activation at end of life (i.e. non-activation) must be recorded and reported to the supplier…"

EASA SIBs can be found here: https://ad.easa.europa.eu/sib-docs/page-1

Transport Canada Comments:

The purpose of this feedback is to highlight the potential that chemical oxygen generators can malfunction. If failure or malfunction occurs during an emergency on an aircraft, it could result in failure to deliver oxygen to passengers. Any failure, malfunction or defect of a chemical oxygen generator, during in-service life activation, or at end-of-life disposal activation should be reported to Transport Canada Civil Aviation by submitting a Service Difficulty Report.



REPORT: HONEYWELL AAS907-2-1A

Loose Bolts on Stator Housing Baffle

Subject:

During a routine daily inspection, an aircraft maintenance engineer (AME) noticed a small tear in the N1 fan stator housing behind the N1 fan at 10 o'clock position and a 0.250 inch chunk missing at the 3 o'clock position. A borescope was inserted and lots of impact damage was noted on the stator housing and N1 fan blade roots. The N1 fan spinner and one blade were removed for inspection purposes.

Upon removal, one bolt for the stator static baffle was found to be missing (had backed out) and was rattling around between the N1 fan blades and the stator housing baffle causing lots of impact damage on all components. The head of the bolt was located at the 6 o'clock position, the shank was not located and suspected to have dislodged through the missing chunk at the 3 o'clock position. Further inspection of the seven remaining static baffle bolts found one extremely loose and about to back out, three loose that required ½ turn to tighten and three tight.

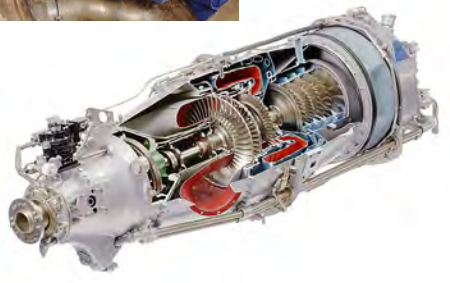
Transport Canada Comments:

Honeywell International Inc issued Service Bulletin (SB) AS907-72-9077 for a product improvement which removes a windage plate from the aft side of the fan rotor assembly and installs a stator static baffle on the forward side which reduces total engine assembly weight.

In this post SB event, a liberated bolt and several loose bolts were found during disassembly after an AME noticed a tear in the stator housing. Improper bolt torque or tightening sequence during accomplishment of the SB may have been a contributing factor.

Transport Canada recommends that operators and maintainers pay particular attention to the stator housing assembly for signs of damage and report any finding through their SDR reporting system. Well done to this AME for their diligence during the daily inspection. Had the problem not been found, the loose bolts may have caused an engine shutdown.

Engine flange bolts.



REPORT: PRATT &WHITNEY CANADA PT6A-67R

Cracked Engine Flange Bolts

Subject:

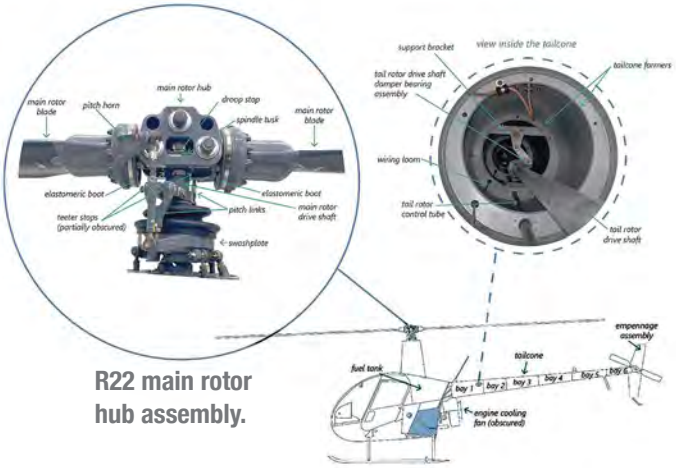
The power section was removed for unscheduled maintenance and during visual inspection of the C flange TEE head machine bolts, it was noted that the five bolts used to secure the oil transfer tubes showed unusual wear marks. Four of the five special bolts indicated cracking. This damage is of unknown origin. The remainder of the shorter C flange bolts were sent out for nondestructive testing (NDT) and had no abnormal indications. Four of the five damaged bolts will be sent out for laboratory analysis.

Transport Canada Comments:

A fleet wide inspection by the operator found multiple engines with the same damage.

An independent lab analyzed the bolts and indicated that the linear cut like damage in the bolts is a common result from a very narrow jet of high velocity gas. This would be consistent with a gas leak at the engine C flange.

Transport Canada, Civil Aviation brings awareness of this event to operators and maintainers since this TEE bolt is used on many PT6A engine models. The Type Certificate Holder continues to work on a solution to resolve this issue. Please report any similar finding of bolt damage to TCCA through your service difficulty report system.



R22 main rotor hub assembly.

REPORT: ROBINSON R22 BETA II

Brinelled Main Rotor Blade Spindle Bearing

Subject:

Spindle bearings found to be brinelling after 130 hours of flight with no reported overspeed. This is the second time this has happened to this helicopter within the span of three months. With the blades removed from the helicopter, you can turn the spindle and have the blade rotate before the spindle bearing moved out of its detent. It was obvious that the bearings had created a detent. In flight, you can feel an abnormal vibration in the cyclic and collective controls.

Transport Canada Comments:

The Federal Aviation Administration has reported seeing an increasing trend in the number of service difficulty reports related to brinelled main rotor spindle bearings found on the Robinson Helicopter model R22 series helicopters. As the state of design for this model aircraft, the FAA has assessed at this time that the airworthiness concern is not an unsafe condition that would warrant an airworthiness directive.

The FAA did publish Special Airworthiness Information Bulletin (SAIB) 2023-01 for the purpose of raising awareness to operators of the in-flight conditions. Transport Canada Civil Aviation has assessed the SDR database and found no reported service difficulties of this nature in the fleet of Canadian registered R22 series helicopters. TCCA would like to raise awareness to this type of service difficulty by informing the operators and maintainers of the R22 series helicopter of FAA SAIB 2023-01 and encourages the submission of a SDR if brinelling or other abnormalities are experienced on the spindle bearings. ■

Aircraft Mechanics Fraternal Association

AMFA

Sun Country Aircraft AMTs: Tentative agreement on first CBA

CENTENNIAL, Colo. – February 6, 2026 – The Aircraft Mechanics Fraternal Association (AMFA) and Sun Country Airlines (SCA) today announced they have reached a four-year tentative agreement (TA) on the first collective bargaining agreement (CBA) covering employees in the mechanics and related craft or class.

"This workforce has dealt with years of pressure, sacrifice, and intensive workloads to safely maintain their aircraft fleet across Sun Country operations. This four-year first agreement represents significant improvements to the terms and conditions of Sun Country's hard-working aircraft maintenance technicians and related employees. This TA includes well-deserved increases to wages, benefits, and improvements to many other terms and conditions of employment," said AMFA National President Bret Oestreich.

Key highlights of the agreement include:

(a) Comprehensive articles with improvements, among others, to work schedules, vacation, holidays, retirement, health benefits, and overtime selection and compensation

(b) Strong scope protections against subcontracting and job loss

(c) Average initial wage increases of 6.0%, with improved A&P license premiums

(d) Establishment of longevity compensation and significant improvement to shift premiums

(e) Additional wage increases of 3.0% in each out-year of the TA

(f) Improved field service compensation/selection process and GSA M&IE per-diem rates for employees who travel for work travel away from their station

(g) Detailed grievance and arbitration articles, including just cause job security protection and a clearly defined disciplinary process

"The success of these negotiations reflects the dedication of AMFA's negotiating committee and the engagement of our membership," Oestreich added. "AMFA remains committed to delivering strong agreements that elevate our craft, raise industry standards, protect our members' work, and improve their quality of life."

In the coming days, the complete text of the tentative agreement documents will be distributed to each member for review and consideration. Following an informational roadshow to address membership questions, a ratification referendum will be conducted to provide AMFA members the opportunity to vote on this agreement.

AMFA files to represent Ornge Air AMEs

MISSISSAUGA, ON – January 15, 2026 – The Aircraft Mechanics Fraternal Association (AMFA) has filed for certification to represent Aircraft Maintenance Engineers (AMEs) at Ornge Air as of January 12, 2026. The filing covers the AMEs responsible for maintaining Ornge's AW139 medium twin helicopters and Pilatus PC-12 NG single-engine turboprops, which support the largest integrated air ambulance and critical care land ambulance operation in Canada and serve patients across Ontario.

This filing marks a significant milestone in the growing movement among Canadian aviation maintenance professionals seeking craft-specific representation that recognizes their unique skills, safety responsibilities, and challenges in a rapidly evolving aviation industry.

"Ornge Air's Aircraft Maintenance Engineers play a vital role in ensuring the safety, reliability, and continuity of critical care transport services throughout Ontario," said Bret Oestreich, AMFA National President. "AMFA is honoured by the opportunity to support these highly skilled professionals, amplify their voices, and advocate for fair treatment, strong working conditions, and respect for their craft."

Oestreich noted that the filing was supported by a strong backing of applications from the affected AMEs, demonstrating a clear desire for independent, trade-specific representation. He added that AMFA looks forward to the Canadian Industrial Relations Board's review and the opportunity to represent the Ornge AMEs in the near future.

Across Canada, AMFA has seen increased interest from Aircraft Maintenance Engineers, seeking a focused voice dedicated exclusively to their craft. Many of these workers have expressed dissatisfaction with broad industrial union models. They are instead turning to AMFA's trade-specific approach to strengthen safety standards, professional recognition, and economic security for themselves and their families.

Ornge Air provides air ambulance and associated ground transportation services for the province of Ontario under the direction of the Ontario Ministry of Health. Its headquarters are in Mississauga, Ontario, and the organization employs a multidisciplinary workforce, including paramedics, pilots, and aircraft maintenance specialists, to deliver critical care transport services across a vast geographic area.

About Us

The Aircraft Mechanics Fraternal Association is a craft-oriented, independent aviation union representing Aircraft Maintenance Technicians/Engineers and skilled trade groups actively involved in the aviation industry. These employees work directly on aircraft and/or components, support equipment, and facilities. AMFA is committed to elevating the professional standing of technicians/engineers and to achieving progressive improvements in wages, benefits, and working conditions of the skilled professionals it represents.

www.amfanational.org

Pacific AME Association

PACIFIC

Scholarship applications now open

BC Aviation Council (BCAC) Scholarship applications open annually on February 1st, and applications must be made using the online form and reach the BCAC office no later than midnight on April 30th.

BCAC members recognize the financial pressures faced by students pursuing studies in aviation and aerospace and are pleased to provide almost $250,000 worth of scholarships and other support on an annual basis. With the critical shortage of human resources faced by our industry – even before the COVID pandemic – and the need to support industry-wide recovery efforts, a focus on scholarships is a key priority of the BCAC. Our members have really stepped up to the challenge. As a result, this is Canada's largest aviation and aerospace scholarship program. Students can apply for awards ranging from $1,875 to $54,000 in value.

However, these awards are about much more than just the cash. Winning any scholarship is a valuable addition to your resumé, especially because the BCAC Scholarship Committee consists of dedicated industry leaders and their review of applications is extremely thorough. Reference letters, transcripts and a complete application are particularly important to the Scholarship Committee.

If you are missing anything, make sure you explain why in your covering letter. Explaining why you require financial assistance is also expected. Applications are treated in the strictest of confidence but successful applications may be shared, respecting privacy, with the appropriate scholarship donor(s). You must fill out the online form and select the category(s) you are applying for. More than one category can be selected. If you are interested in a specific scholarship(s), mention that in your covering letter.

There are four general scholarship categories: Pilots, Aircraft Maintenance Engineers (AMEs), Aviation and Aerospace Operations and Management, and General (Including Aerospace).

Successful applicants are contacted before the end of June, payment is made to the school the applicant is attending or to the individual by the end of August.

Certificates are awarded at the Silver Wings Industry and Scholarship Awards Celebration in November held at Vancouver Convention Centre West. Successful scholarship applicants are strongly encouraged to join their aviation and aerospace colleagues at this enjoyable and important networking event as our guest.

If you have any questions, please contact the BC Aviation Council at scholarships@bcaviationcouncil.org

Reminder

This is a reminder that PAMEA has decided to formally transfer Membership Administration to AMEC/TEAC which is currently handled by the Ontario Association. What this means for the Membership is that our web site page will send you to the Ontario Association Membership pages for you to sign up if you are a new member or to complete your renewal as a PAMEA Member.

Visit: **www.amec-teac.ca/pacific**

Western AME Association

www.wamea.com

temporarily email = md@werkasset.com

WESTERN

WAMEA Priorities in 2026

— School Outreach: Grades 6, 8, 9, 10, 11, 12.
— Community and Aviation Events Outreach.
— Procure a donation for a very large screen TV for the Mobile Community Outreach Unit.
— Increase individual and corporate membership in a refreshed organization.
— Improve membership benefits.
— Procure a tractor unit for our outreach unit 21,700 lb triple axle trailer (Thank you Air Tindi).
— Improve association finances.
— Develop our partnership with The Hangar Flight Museum.
— Replace the brakes on our mobile unit.
— Procure by donation and member volunteer activity: Interactive skill set monuments for work towards an Alberta AME Apprenticeship Program multi pathway launch.
— Grow our volunteer team to perform outreach trips to Yukon, NWT, Northern BC and Alberta.
— Fund the installation of exterior wrap for the mobile unit (design by Air Tindi - WAMEA).
— Create a Tech Ops career video.
— Launch a new B2B tech ops trade show: MRO Canada 2026 in Calgary Mar 3,4,5. Feb 2027 move to Montreal.
— Create a 'Transition to a AME' course offering for launch in 2027.
— Grant writing: five grant applications to be written in 2026.
— Phase 1 grant applications submitted in Aug 2025 related to accessibility in Canada's Northern communities: Action Phase 2 of Accessible Standards Canada grant application in 1Q26 if requested.
— Acquire VR-AR Technology for enhanced understanding of careers in tech ops.

A few of our Association's Objectives:

(1) Promote careers in maintenance and engineering (technical operations) via a community outreach program.
(2) Develop and improve the Aircraft Maintenance Engineer and all technical operations roles within our region (AME M1, M2, S, E, supply chain, reliability, procurement, non licenced skills such as NDT technicians, aircraft welders, aircraft machinists, aircraft painters, design and approval aircraft engineers, aircraft records technicians, maintenance planners, PRM's, quality managers, safety managers, QA auditors, airworthiness controllers and managers, shop technicians, SCA's.
(3) Promote technical operations careers and aviation safety.

CENTRAL

Central AME Association

Aerospace in Manitoba

Canada is a global leader in aerospace and Manitoba is home to Canada's third largest aerospace industry. Our highly competitive aerospace sector produces world-class products for customers on six continents.

From modest roots in small bush plane repair in the 1930′ s, the Manitoba aerospace industry has grown to include sophisticated design, manufacturing, servicing, testing, certification and research and development capabilities. We are home to Canada's largest aerospace composite manufacturing centre, as well as the world's largest independent gas turbine engine repair and overhaul company. Also located in Manitoba are the internationally acclaimed Composites Innovation Centre and two of the world's most advanced aircraft engine testing and certification centres developed by Rolls Royce, Pratt & Whitney and GE Aviation.

Along with these global aerospace leaders, Manitoba has a network of SMBs that compete and supply into the global marketplace. This growing cluster is strengthened through the Competitive Edge Supplier Development initiative, an internationally recognized learner to world class supplier and supply chain development program.

www.camea.ca

ONTARIO

AME Association of Ontario

#613 - 7360 Bramalea Road, Mississauga, Ontario L5S 1W9
tel: 1-905-673-5681 email: association@ame-ont.com website: www.ame-ont.com

Affordable Group Insurance for AMEs Across Canada

For many years, members have asked whether our association could offer a group insurance program tailored to the realities of Aircraft Maintenance Engineers. Many AMEs lack employer-sponsored coverage, while others are seeking a flexible and stable option to complement existing plans.

Our new partnership with Entente Education Canada represents an important step forward for the AME community across Canada. It provides access to high-quality, affordable group insurance designed to support members throughout their careers and into retirement—strengthening long-term well-being and financial security nationwide. We are proud to bring this meaningful new benefit to our members. Check the link on our website **www.ame-ont.com** for details.

Annual Conference & Skills Challenge: November 12-13, 2026

Canada's premier aircraft maintenance event — the 53rd Annual Ontario Aircraft Maintenance Conference and 9th Annual Skills Challenge — is scheduled for November 12 & 13, 2026. The conference has been a cornerstone of the aviation industry, bringing together professionals, exhibitors, and teams from across the country.

This event is for everyone involved in aircraft maintenance: Aircraft Maintenance Engineers, PRMs, QA professionals, buyers, stores personnel, technicians, and more. This event recognizes the incredible contributions of sponsors, exhibitors, attendees, and teams from across the nation while celebrating everything that makes this event unique.

Thank you for your continued support.

Stephen Farnworth, *For the Board of Directors*

AMEC

Aircraft Maintenance Engineers of Canada

The Purpose of Our Charter

To hold in high regard the safety of those persons affected by the Aviation Maintenance occupations, to promote safe practices in the workplace and to recognize that safety is the cornerstone of the aviation industry.

To provide a national forum for Canadian Aircraft Maintenance Engineers and more particularly to promote and mentor our occupation, distinguishing and highlighting the roll of Aircraft Maintenance Professionals in the aviation workforce.

To constitute a body through which the views and objectives of Aircraft Maintenance Engineers, Technicians, Approved Maintenance Organizations and others may be represented at the Canadian and global level. Aircraft Maintenance Engineers of Canada will be available for advice or consultation on all questions, policy matters, and all other areas of the aviation industry which affects or may affect the Aircraft Maintenance Engineer and all members in the aircraft maintenance industry.

To constitute a body which is recognized, and available for consultation regarding the regulation of any matter in the aviation industry, which may affect the Aircraft Maintenance Engineer and all other persons in the aircraft maintenance industry.

To influence and obtain recognition from various government and aviation agencies, corporations and training facilities which may have an impact on the aviation maintenance industry.

To facilitate the interchange between regions of Canada relating to their views of the aviation maintenance industry, or to any other matter, which may be of common interest to our members.

To disseminate technical or other information which relates to the occupation of Aircraft Maintenance Engineer or to the aviation industry professionals in general.

To maintain a high standard in the aviation industry, and in particular the licensed Aircraft Maintenance Engineer and all other Aviation Maintenance Professionals. Visit: **www.amec-teac.ca**

Atlantic AME Association

ATLANTIC

A Message from President Bob Pardy

The AME Association (Atlantic) is an organization formed by people who work, or have worked, in the various maintenance disciplines in the aviation community, in the Atlantic Region. This Association is overseen by a group of volunteers who have been elected by the membership to promote and advance the aircraft maintenance profession for its members. They dedicate their time bringing you, the members, programs that will benefit you as an AME, such as Human Factors training, the annual conference, where you gather some of the latest technology in aircraft maintenance and technical presentations from industry suppliers and promoters. Also give you the opportunity at various events to network with fellow AMEs, the regulators and other aviation personnel.

The Association acts as a liaison between you and Transport Canada Civil Aviation, both regionally and nationally, on matters pertaining to your AME licence and any matters you would like the Association to present on your behalf.

Canada, under the leadership of the national association (AMEC/TEAC), celebrates "AME Day." This special day takes place on April 20th and is observed by Canadian AMEs from coast to coast to coast, as our day to show our work and our importance in the safety of the Canadian Aviation community, and to celebrate our work in the various geographical areas of the country.

As I have asked previously, and I am continuing to ask, please submit photos of AMEs at work in the Atlantic Region. These photos should cover all aspects of our work, heavy maintenance, field recovery, bush operations, component overhauls, inspections, component replacement, etc. You can submit your photos to:

bob.pardy@atlanticame.com.

As you page through our website, I ask you to take a few minutes to review the Awards page of this website and consider nominating a person or company, who you feel is deserving of one of the AME Association (Atlantic) awards, in recognition of their work and dedication to our industry. The nominee does not have to be a member of the association, only a person who is working in the Atlantic region, or has worked in the region prior to their retirement.

The AME Association (Atlantic), in partnership with AMEC/TEAC aims to be your voice and support to our Industry.

Notice of Spoof Website

The AME Association (Atlantic) Inc. has become aware of a spoof website that imitates our official website, atlanticame.com, but is not affiliated with, authorized by, or sanctioned by the AME Association (Atlantic) Inc.

The spoof website, atlanticame.ca, is improperly using our official logo, articles, and sub-pages taken from our legitimate website without our permission. Members and the public are strongly advised not to use, follow, or click on any links contained within the spoof website. We are taking this matter seriously and are addressing it accordingly.

www.atlanticame.com

SoCal PAMA Chapter

SOCAL

Flight Safety Detectives Episode 319: Who Controls the Story?

What really happens in the hours and days after a major aviation accident and who controls the story? Flight Safety Detectives Todd Curtis and John Goglia discuss the issues and suffering creating when people speculate after a plane crash. To illustrate the point, they focus on a 2003 Charlotte, North Carolina Beech 1900 plane crash that drew intense national media attention.

John led the NTSB field investigation, navigating not only a complex accident scene but also a storm of media speculation and aviation "experts" offering opinions long before the facts were known. John shares the inside story of several controversial decisions he made during the investigation. The airline was allowed to put out their own information. Also, raw flight recorder data was released to counter widespread misinformation.

The accident itself involved a troubling chain of events:

- An aircraft that had just come out of maintenance with improperly repaired flight controls.
- A flight that was overloaded and out of balance.
- A crew that found themselves unable to prevent a stall shortly after takeoff.

Todd and John explore the human impact on maintenance personnel whose work may have played a role. They discuss how the aviation industry has evolved to provide psychological support and employee assistance. Gaps still exist, especially when maintenance work is outsourced to third-party providers around the world.

Flight Safety Detectives Episode 316: Questions Unanswered

The NTSB report of a fatal Piper Navajo crash in Medford, Oregon in December 2021 leaves important aviation safety questions unanswered. This fatal crash is attributed to spatial disorientation but facts available lead to serious questions about the fuel tanks and more.

The pilot had flown from his home in Nevada to Medford but had to have the fuel system repaired. Days later when the repairs were complete, the pilot took off in low ceiling conditions. The aircraft made a sharp right turn, entered the clouds, and then descended sharply before hitting the ground. The NTSB identified the probable cause as spatial disorientation followed by an uncontrolled descent, with flicker vertigo as a possible factor in the crash.

www.socalpama.org

Transportation Safety Board of Canada | Bureau de la sécurité des transports du Canada

That's How The Bounces Go

The Man in the Van … probably could have used a second pilot.

ON **16 MAY 2025**, the pilot of the privately registered Van's Aircraft, Inc. RV-14A amateur-built aircraft (registration C-GXIV, serial number 140988) intended to conduct the aircraft's maiden flight. At 0714, the pilot made an initial take-off attempt from Runway 17 at Calgary/Springbank Airport (CYBW), Alberta. After the aircraft had reached a maximum speed of 85.2 knots indicated airspeed (KIAS) during the take-off roll, the pilot perceived the aircraft performance to be lower than anticipated and aborted the takeoff. The pilot then taxied back to the threshold of Runway 17 and made a second take-off attempt at 0724.

During the second attempt, the aircraft gained approximately 10 to 20 feet of height and reached a maximum speed of 98.4 KIAS. When the aircraft passed the threshold for Runway 08, and at an airspeed of 97 KIAS, the pilot aborted the takeoff because he again perceived the aircraft performance to be lower than anticipated. The aircraft descended and contacted Runway 17, nose landing gear first. The aircraft subsequently bounced, became airborne again, entered a pilot-induced oscillation (PIO), and drifted to the left of the paved runway surface. The aircraft descended and impacted the grass area on the left (east) side of Runway 17 (Figure 1).

The right main landing gear broke free from the aircraft and impacted the right horizontal stabilizer. The left main landing gear collapsed and folded aft under the fuselage, and the nose landing gear collapsed aft. The propeller contacted the ground, and all three propeller blades broke off (Figure 2). The firewall area of the forward fuselage also sustained significant damage.

Top photo: Phase I flight testing is required to be performed for the homebuilt aircraft's first 25 hours of operation, during which passengers cannot be carried on board. Above: Figure 2: The post-accident view of occurrence aircraft, looking west.

The pilot received serious injuries but was able to extract himself from the cockpit. There was no post-impact fire, and the emergency locator transmitter (ELT) activated.

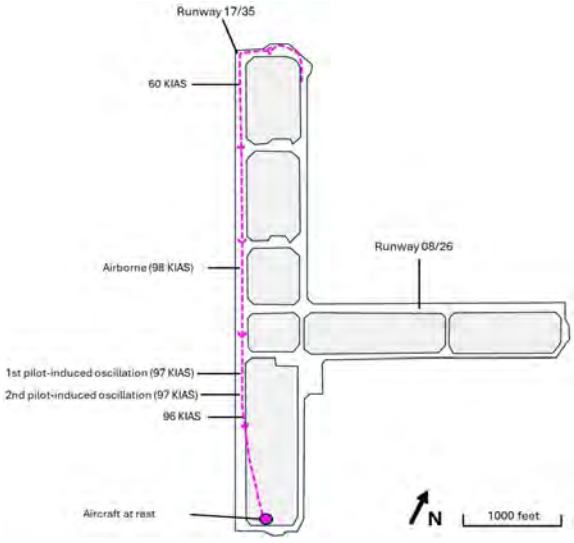


Figure 1: Aircraft's flight path (dashed line), with sequence of events and airspeeds roughly indicated.

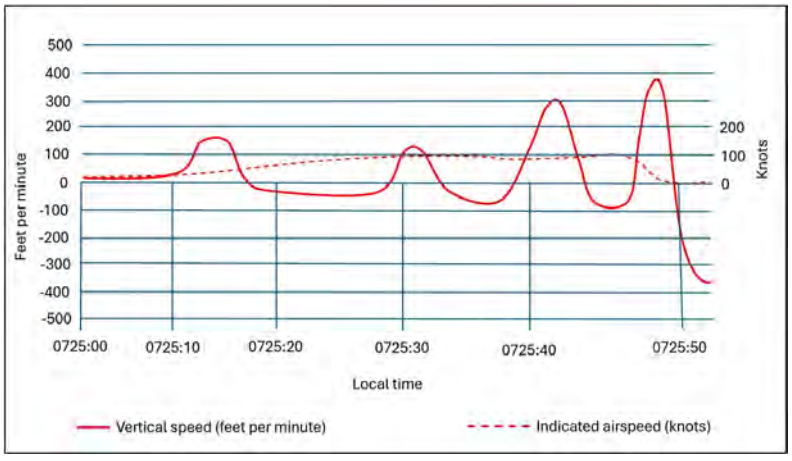


Figure 3: Occurrence flight path data of the second takeoff.

A Van's Aircraft RV-14A is similar in design and construction to an RV-7A. The key differences are that the RV-14A is 10 percent larger and utilizes a different airfoil on the wing.

WEATHER INFORMATION

The weather was suitable for visual flight rules flight and was not considered to be a factor in this occurrence.

PILOT INFORMATION

The pilot held the appropriate licence for the flight in accordance with existing regulations: a private pilot licence - aeroplane for single-engine landplanes. The pilot began flight training toward this licence in September 2012 and took the flight test in June 2014. At the time of completion of all requirements to hold the private pilot licence, the pilot had accrued 169.6 hours total time.

The pilot then flew regularly until 2018. No flight time was accrued in 2019 or 2020. In 2021, the pilot accrued 1.2 flight hours, and in 2022, he flew 5.9 hours. In 2023, the pilot began training in a Van's Aircraft, Inc. RV-7A4 and performed 3 flights, totalling 7.5 flight hours. In 2024, the pilot completed 3 more flights in an RV-7A, totalling 8.5 hours. In April 2025, in preparation for the 1st flight in his RV-14A, the pilot once again completed three familiarization flights in an RV-7A, totalling 7.2 flight hours. At the time of the occurrence, the pilot had accumulated 380.5 total flight hours.

Calgary/Springbank Airport is located in the Rocky View County community of Springbank, Alberta, 15 km west of Calgary.

Phase I flight testing of homebuilds must be conducted within 25 nautical miles of the airport listed in the operating conditions as part of the Special Certificate of Airworthiness.

The airspeed data was retrieved from the incident aircraft's electronic flight instrument system.

AIRCRAFT INFORMATION

The Van's Aircraft, Inc. model RV-14A is a two-seat (side-by-side), all-aluminum, amateur-built aircraft. The aircraft was equipped with a 215 hp, Lycoming YIO-390 four-cylinder engine, and a three-blade, constant-speed MT-Propeller. The aircraft has a stall speed (VS) of approximately 47 KIAS.5 Given the universally accepted practice of using a landing approach reference speed (VREF) of 1.3 times VS, this results in an approximate speed of 61 KIAS on final approach to landing. The aircraft was within the envelope for weight and centre of gravity.

ELECTRONIC FLIGHT INSTRUMENT SYSTEM

The aircraft was equipped with a Garmin G3X Touch electronic flight instrument system. The builder is required to set up and calibrate all of the installed components. In this instance, the builder was required to set up and calibrate the elevator trim position indicator on the primary flight display and the direction of travel for the elevator trim actuator itself to ensure the correct operation of the elevator trim system.

ELEVATOR TRIM SYSTEM

The aircraft was equipped with an electric elevator trim system. The system consists primarily of four components:

(1) Elevator trim switch (located on the pilot's control stick grip)
(2) Elevator trim position indicator (located on the pilot's primary flight display)
(3) Electric elevator trim actuator and elevator trim tab assembly (located in the left elevator assembly)
(4) Control box

The initial post-accident examination of the aircraft found the elevator trim position indicator indicating full nose-up deflection and the elevator trim tab in the full nose-down deflection. Subsequent inspection and testing found that what the elevator trim position indicator showed was consistent with the position and actuation of the elevator trim switch, but that the elevator trim actuator itself was working in reverse and actually moving the elevator trim tab in the opposite direction.

The investigation was unable to determine what, if any, role the reversed elevator trim system had played in the occurrence. The checklist that the pilot was using for the occurrence flight included a "flight controls-free/correct" item but did not specifically identify a verification of the trim system. The aircraft kit manufacturer indicated that with the elevator trim tab at full nose-down deflection, and at a typical cruise airspeed, approximately 40 pounds of force would

The Van's Aircraft, Inc. model RV-14A is a two-seat (side-by-side), all-aluminum, amateur-built aircraft.

be required on the control stick to maintain level flight. The pilot did not recall any unusual control forces during either take-off attempts.

ENGINE

Although the builder of the occurrence aircraft had performed several ground runs of the engine before the first take-off attempt, the engine had never been operated at full power on the ground to confirm satisfactory engine performance. A review of the engine data recorded in the Garmin G3X Touch system and the airspeed attained during the two take-off attempts indicates that engine performance did not likely contribute to the occurrence.

MINISTER'S DELEGATE — RECREATIONAL AVIATION

The Minister's Delegate — Recreational Aviation (MD-RA) is a person delegated by Transport Canada (TC) who is authorized to inspect amateur-built aircraft in Canada and issue the initial Special Certificate of Airworthiness —Amateur-built when an aircraft is completed. This delegated authority is granted to individuals who meet the applicable experience and training requirements, and is valid for a three-year period.

Transport Canada Civil Aviation (TCCA) performs oversight as required on individuals who hold the MD-RA delegated authority. MD-RA Inspection Service, a commercial entity, provides, by agreement with TC, administrative support services to MD-RAs who inspect and certify amateur-built aircraft on behalf of the Minister of Transport; it performs no regulatory function. TC periodically audits the completed aircraft files that MD-RA Inspection Service submits.

MD-RAs also perform inspections of aircraft projects at various stages of assembly, as well as a final inspection when an aircraft is complete, before the first flight. The occurrence aircraft had received all inspections, including its final inspection on 18 April 2025.

As part of that inspection, the elevator trim system was signed off, and no issues were noted. The engine was also signed off as having been inspected and ground run. The data collected over the course of the investigation indicates that no engine ground run was performed under the observation of the MD-RA during the final inspection process.

PILOT-INDUCED OSCILLATION

PIO, also known as porpoising, can present a notable challenge to pilots during the landing phase of a flight. As explained by the U.S. Federal Aviation Administration (FAA) in its Airplane Flying Handbook, "[i]n a bounced landing that is improperly recovered, the airplane comes in nose first, initiating a series of motions imitating the jumps and dives of a porpoise." As was the case in the occurrence flight (Figure 3), the series of oscillations involves an increase in amplitude.

Several factors can contribute to PIO during landing. These include the inherent handling characteristics of the aircraft, pilot technique, and environmental conditions such as

The aircraft was equipped with a Garmin G3X Touch electronic flight instrument system.

turbulence or wind shear. General aviation aircraft typically rely on direct mechanical controls, which may be more sensitive to abrupt inputs. Consequently, pilots must develop a strong sense of timing and control finesse, especially during the critical low-speed phase of final approach.

Training focused on recognizing the onset of PIO and practising smooth, measured control inputs can help pilots reduce oscillations and improve overall landing safety. If there is not enough elevator or stabilator trim applied, the aircraft may touch down nose-wheel first, causing a PIO motion.

PIO can also result from improper airspeed management. For example, when an approach is too fast, an aircraft tends to float above the runway, and the pilot may attempt to force it down before it is ready to settle. This can lead to several different results, the first being that the aircraft is briefly lifted back into the air by wind gusts, runway bumps, or even small control inputs.

The second is that the nose wheel makes initial contact with the runway surface and bounces upward. This is quickly followed by the pilot overcorrecting, pushing forward on the controls, and mistiming the next flare, resulting in the nose wheel once again contacting the runway surface first and the sequence repeating itself with oscillations of increasing amplitude.

A PIO can also be produced without runway contact when the pilot overcorrects or mistimes control inputs during the flare in the landing phase of flight. If the PIO is severe and the pilot applies control and power inputs too late or improperly, the pilot may unintentionally worsen the oscillations, potentially causing the nose gear to be damaged or even collapse on impact with the ground.

SAFETY PILOT

Although TC does not provide any specific guidance to builders and pilots on conducting first flights in amateur-built aircraft with an additional pilot (also known as a safety pilot), the FAA has published Advisory Circular (AC) 90-116: Additional Pilot Program for Phase I Flight Test.

This AC furnishes detailed information and guidance concerning the Additional Pilot Program (APP) for the flight testing of experimental aircraft. The APP was established to

enhance safety by advancing the competencies of builders and pilots and by mitigating, through the engagement of qualified additional pilots, the risks associated with Phase I flight testing. Participation in the APP is entirely optional and offers an alternative avenue for conducting Phase I flight testing. The conventional method, whereby a pilot performs solo flight testing during Phase I, is neither addressed nor modified by this AC and remains a viable option for those who elect to proceed in accordance with the aircraft's operating limitations.

Although AC 90-116 is not wholly applicable to Canadian builders/pilots, it does highlight the FAA's review of over 10 years of historical data from accidents involving experimental amateur-built aircraft. Most notably, the AC states that "utilizing a qualified additional pilot to mitigate risks associated with LOC [loss of control] in Phase I flight, under controlled circumstances, is appropriate."

SAFETY MESSAGES

Builders and maintainers of amateur-built aircraft are reminded of the requirement to verify that all flight controls are operating in the correct direction and within the correct travel limits before the first flight is attempted and after any maintenance on flight controls has been performed on the aircraft.

It is critical that MD-RAs ensure that all inspection items are completed and checked before signing off the relevant documentation. Pilots are reminded of the importance of recognizing the onset of a PIO and executing the correct recovery technique.

For the safety of flight, it may be advantageous for pilots of amateur-built aircraft to engage an experienced and qualified pilot when performing Phase I flight testing. ■

(This report concludes the Transportation Safety Board of Canada's investigation into this occurrence. The Board authorized the release of this report on 19 November 2025. It was officially released on 26 November 2025.)

The Cabins of Tomorrow

The annual Crystal Cabin Awards celebrate innovation and design. Here are the 2026 winners.

ONCE A YEAR IN HAMBURG, Germany the ideas shaping the aircraft cabins of tomorrow are selected by a jury of industry experts. The Crystal Cabin Award, the world's leading award for cabin innovation, presented its 2026 trophies on the evening of April 14, in front of an international audience at the Hamburg Chamber of Commerce (Handelskammer Hamburg). This year's awards go to All Nippon Airways, AviusULD, Collins Aerospace, Delta Air Lines, Diehl Aviation, Quvia, RECARO Aircraft Seating, and the Georgia Institute of Technology.

A total of 27 international experts selected the eight most compelling solutions of the year from 85 submissions, entered by airlines, manufacturers, design studios, and startups from around the world.

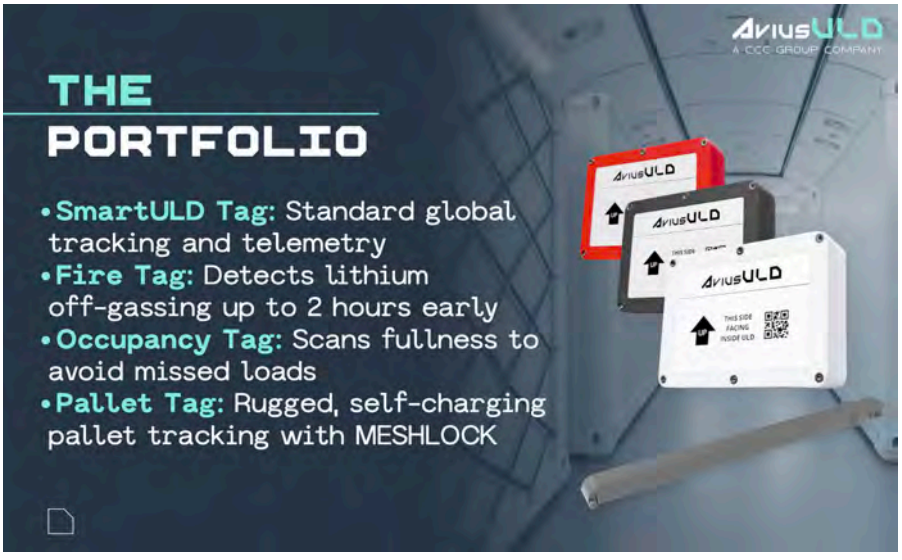
"The Crystal Cabin Award 2026 demonstrates that the people building today's aircraft cabins are taking responsibility for passengers who want to travel on equal terms regardless of mobility and deserve not to depend on assistance onboard; for a planet that demands solutions; and for a future that requires bold ideas," said Ralf Gust, President of the Crystal Cabin Awards Association. "The fact that we are recognizing startups with a dedicated category for the first time this year is no coincidence, but a signal for the future."

CABIN CONCEPTS WINNER: ALL NIPPON AIRWAYS/ACUMEN DESIGN ASSOCIATES, THE ROOM FX

What will the aircraft cabins of tomorrow look like, and how will they feel? The Cabin Concepts category recognizes visions that redefine space, function, and aesthetics. This year's winner sets a clear benchmark for how radically comfort and efficiency can be integrated.

THE Room FX concept combines two seats into a single compact structure, thereby reducing weight and space requirements — an important foundation for increased comfort and higher seating capacity. This is enabled by an innovative mechanism: the seatback remains fixed while only the legrest moves, creating a continuous lie-flat surface.

The jury chose this concept "for delivering a spacious passenger experience within a highly constrained footprint through exceptional design efficiency and minimal mechanical complexity. It optimizes weight while enhancing comfort and functionality, balancing passenger needs and airline requirements. By improving existing seat architecture without compromise, even in smaller fuselage cross-sections, it provides a deeply innovative solution expanding space without added weight."



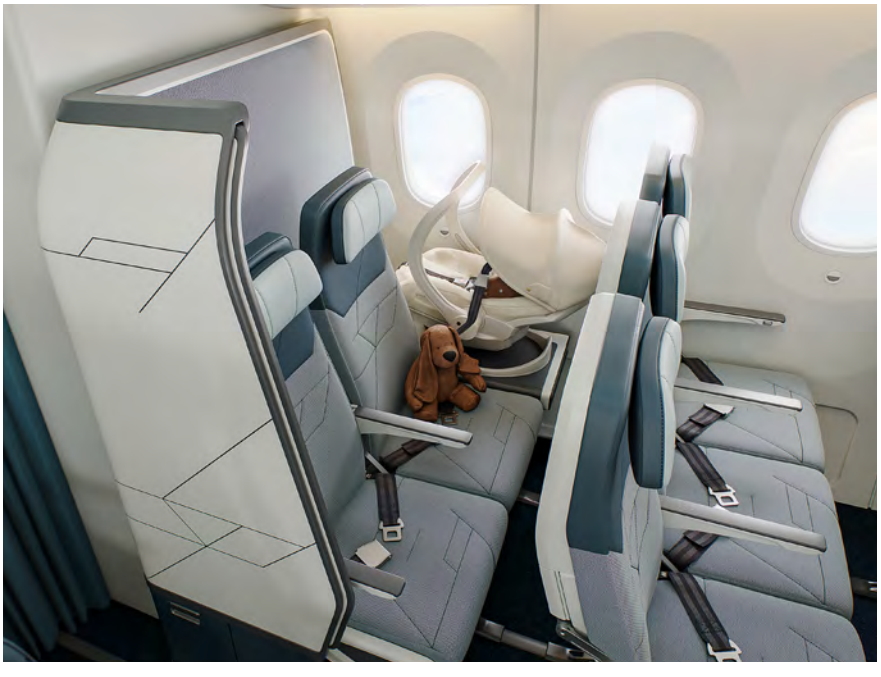
CABIN TECHNOLOGIES WINNER: AVIUSULD/ ELOC8/AVIUSULD, SMARTULD - FIRE TAG

Technology delivers its full value in aviation when it enhances safety and operational processes reliably in the background. The Cabin Technologies category winner represents innovations that strengthen operational excellence and safety and integrate seamlessly into existing cabin systems.

The AviusULD SmartULD – Fire Tag tracking device detects early thermal runaway conditions in lithium-ion batteries up to two hours before a fire occurs. It can be installed both in cabin overhead bins as well as in Unit Load Devices loaded into the cargo hold, thereby improving safety in both passenger and cargo aircraft.

The jury awarded this solution "for its simple and elegant approach to a highly relevant safety challenge. It addresses the growing issue of device-related risks without adding certification burden or complex system integration. Recognizing its practicality and forward-looking relevance, the jury sees strong potential for it to become an industry baseline, prioritizing safety as a fundamental and necessary innovation."

PASSENGER COMFORT WINNER: COLLINS AEROSPACE, SKYNOOK



Comfort is no longer a luxury in air travel, but a core passenger expectation. This year's winner in the Passenger Comfort category presents a solution that enhances onboard well-being by focusing on spatial experience, privacy, and new usage possibilities within the cabin.

SkyNook is a semi-private zone located in the aft section of widebody aircraft. The solution utilizes previously unused space between the sidewall and reduced-density economy seating rows to create flexible retreat areas that provide privacy, security, and rest for families, passengers with special needs, and travelers with pets, assistance dogs, or bulky carry-on luggage.

The jury selected this concept "for transforming previously unusable cabin space into a flexible, value-generating area that enhances passenger comfort and airline revenue potential. It addresses real passenger and operational pain points, including families traveling with toddlers, by improving underutilized economy-class zones. The solution is practical, quickly implementable, and adaptable, turning unused space into desirable seating with clear multi-purpose benefits."

ACCESSIBILITY WINNER:
DIEHL AVIATION, ADAPTIVE USER ROUTING SYSTEM

The goal of making air travel accessible to everyone has not yet been fully achieved. This year's winner in the Accessibility category demonstrates how inclusive design can set new standards for the personal dignity, independence, and onboard comfort.

AURS, The Adaptive User Routing System, is an inclusive cabin concept that makes aircraft lavatories navigable for blind and deaf passengers. The solution combines an accessible layout with a digital interface that adapts to individual needs, providing visual safety announcements and tactile wayfinding aids.

The jury recognized the concept "as a highly innovative and practical approach to aircraft lavatory accessibility, integrating universal design into a standard lavatory architecture that can be adapted for a wide range of use cases. It combines personalized beacon settings and a tailored interface to address diverse accessibility needs in an intuitive, dignified, and near-term implementable solution with potential applicability across the wider aviation ecosystem."

IFEC & DIGITAL SERVICES WINNER:
DELTA AIR LINES, CONNECTED ONBOARD PLATFORM

The in-flight digital experience has become a key differentiator in aviation. This year's winner demonstrates how an integrated system architecture and consistent connectivity can transform a flight into a seamless, personalized experience.

The Connected Onboard Platform is a digital integration architecture within the Delta Sync ecosystem. The solution links data from In-Flight Entertainment, In-Flight Connectivity, and operational onboard processes, consolidating previously separate systems from multiple providers into a unified data structure. This establishes the foundation for consistent digital processes onboard and integrated use of system and passenger data in cabin operations.

The jury granted the award to the platform "for its groundbreaking advancement in integrating customer, crew, and operational experiences within a unified digital architecture. By consolidating maintenance, cabin crew, passenger experience, and operations into a single open platform, it enables seamless integration of multiple vendors and services. Its system- and connectivity-agnostic design provides Delta with exceptional flexibility, laying the foundation for a true technological breakthrough in IFEC ecosystems."

SUSTAINABLE CABIN WINNER:
RECARO AIRCRAFT SEATING, THE R SPHERE

Sustainability has become a central design principle in aviation. This category winner demonstrates how environmental requirements and high functional standards can be consistently combined in cabin design.

The modular R Sphere – Sustainability Concept Seat saves approximately 1.5 kg per passenger and reduces CO_2 emissions by around 55 metric tons per single-aisle aircraft annually. The seat is made of recyclable materials, service-friendly modular components, and optimized surfaces for cleaning and maintenance, thereby supporting a sustainable and flexible cabin configuration.

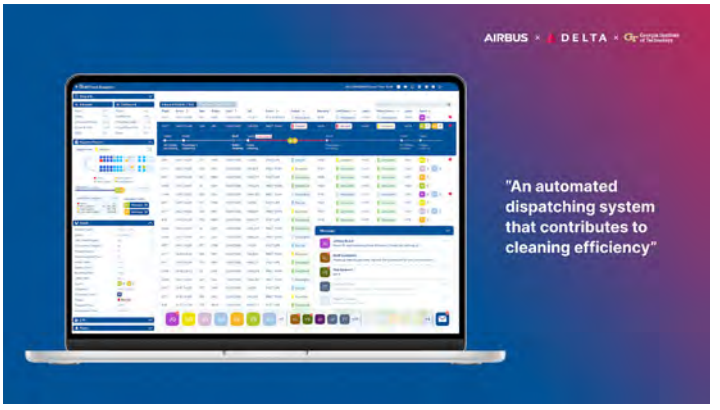
The jury recognized this entry "for its long-standing commitment to sustainability and continuous incremental innovation. It combines multiple dimensions of sustainability—including materials, weight reduction, and circularity—into a single seat concept. A key highlight is the use of a sugar cane-based composite material. Already in revenue service, the seat delivers significant weight savings, modern premium design, and a strong focus on recyclable materials."

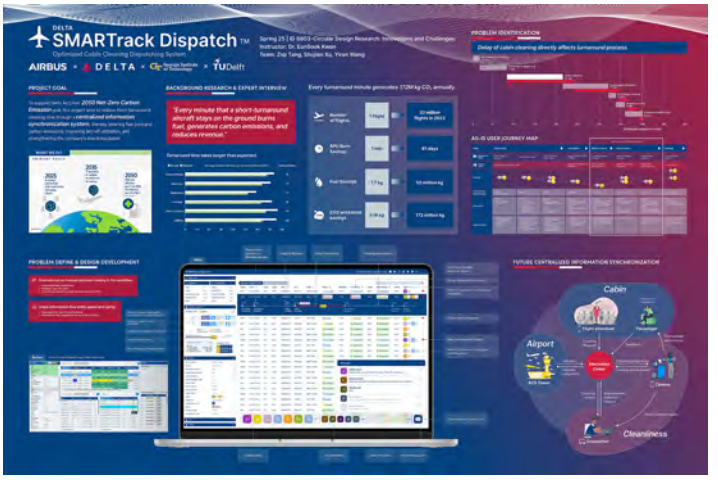
BREAKTHROUGH START-UPS WINNER: QUVIA, IN-FLIGHT DIGITAL EXPERIENCE PLATFORM

With the new Breakthrough Start-ups category, the Crystal Cabin Award recognizes companies that bring fresh perspectives and entrepreneurial agility to a long-established industry. This category's first winner highlights the relevance of this approach.

The In-Flight Digital Experience Platform is an AI-powered solution for analyzing the digital onboard experience. It provides real-time visibility into connectivity, in-flight entertainment, and system performance. Through optimized analytics, fault diagnostics, and data traffic management, Quvia helps airlines resolve issues faster, prevent outages, and improve the fleet-wide reliability of digital cabin systems.

The jury selected this platform "for its significant impact on airline operations and customer experience, describing it as a true game changer. It addresses a core and growing industry need by consolidating data from multiple IFEC and IFC suppliers into a unified view. By removing ambiguity in a complex environment, it provides airlines with unprecedented visibility, control, and optimization across fleets and aircraft types."





UNIVERSITY WINNER: GEORGIA INSTITUTE OF TECHNOLOGY, OPTIMIZED CABIN CLEANING SYSTEM

The best ideas for the future of aviation often emerge at the intersection of research and practice. The University category winner demonstrates how academic research and industrial application can together deliver solutions that drive tangible operational improvements in aviation.

The SMARTrack | Optimized Cabin Cleaning Dispatching System optimizes cabin cleaning dispatch operations to reduce turnaround delays between landing and return to service, while supporting the net-zero 2050 target. Centralized information, filters, colour coding, and real-time communication improve coordination between crew, cleaning teams, and dispatchers. Fewer delays translate into reduced fuel burn, lower CO_2 emissions, and higher aircraft utilization.

The jury awarded this concept "for its clear real-world operational benefit combined with a relatively simple technological and implementation approach. By streamlining aircraft cleaning through centralized task management and real-time data flow, it improves turnaround efficiency and reduces workload across roles. The solution enables faster boarding processes, delivering measurable cost and CO_2 savings, with significant benefits for airlines and passengers alike." ■

(With files from Hamburg Aviation)

Aviation Services

Aviation Services

Aviation Services

That's Some Kinda Taxi!

AutoFlight has unveiled the World's first five-Ton Class eVTOL aircraft

CHINESE EVTOL aircraft developer AutoFlight has unveiled Matrix (V5000 Sky Dragon) a pioneering five-ton class, 10-passenger eVTOL air taxi capable of full transition flight, designed for intercity travel with up to 1,500 kilometres range (hybrid) or 250 km (pure electric). Featuring a 20-metre wingspan, 24 lift motors, and a unique triplane/six-arm design, it was unveiled in February, while successfully completing a public full transition flight demonstration at the company's low-altitude flight test facility centre in Kunshan, China.

During the demonstration, Matrix completed the full mode transition flight sequence, transitioning from vertical take-off through cruise flight to vertical landing. The achievement validates AutoFlight's eVTOL technologies across complex aerodynamic systems, high-power electric propulsion, and advanced flight control systems, marking the first time a five-ton eVTOL has achieved full transition flight.

In addition to its 20-metre wingspan, Matrix also features a 17.1-metre length, and 3.3-metre height, with a maximum take-off weight of 5,700 kilograms. The aircraft will be available in passenger and cargo variants. The passenger version offers flexible seating configurations, accommodating either 10 business-class seats or six VIP seats.

The cargo variant uses a hybrid power system, supporting a maximum payload of 1,500 kg, and features a large forward-opening door capable of accommodating two AKE standard air cargo containers, enhancing operational efficiency for ton-scale cargo transport.

AutoFlight CEO and Founder, Tian Yu said: "Matrix is not only a rising star in the aviation industry but also an ambitious industry disruptor. It will break the industry perception that eVTOL = short-haul, low-load, and will reshape the rules of eVTOL routes."

Through economies of scale, it theoretically reduces transportation costs per seat-kilometre and ton-kilometre, addressing the issue of costs and embracing profitability. Reportedly, it covers all scenarios from urban commuting to intercity feeder routes, driving the expansion of the entire low-altitude ecosystem.

DESIGN AND SAFETY FEATURES

Matrix employs AutoFlight's compound wing Lift and Cruise configuration with a distinctive triplane layout and six-arm structure, ensuring aerodynamic stability throughout all flight phases. The platform's capacity positions it for diverse applications including regional travel, heavy logistics operations, and large-scale emergency response missions.

Matrix represents a continuation of AutoFlight's product strategy, following the company's Great White Shark for industrial applications, CarryAll for autonomous logistics, and Prosperity for urban air mobility. The development program builds upon AutoFlight's accumulated expertise in low-altitude flight technology, reliability, safety systems and airworthiness certification. ■

JetBed™

Easy to Carry • Easy to Stow • Ready to Go

"Thank you for finally providing a solution to a comfortable, restful sleep on a corporate jet . . . back support is superb . . . the quality of your bed is evident. . . a real winner."

Lusardi Construction Co.

The Comfortable Way to Fly

Easy to use, easy to stow! Removable mattress, for easy cleaning. Meets or exceeds FAR-25-853a standards for flammability. JetBed™ weighs no more than 20lbs!

Available for:

Cessna CJ-1
Cessna CJ-2
Cessna CJ-3
Cessna XL & XLS
Cessna XLS-PL, XLS Plus
Cessna Encore & Ultra Encore
Citation X & Sovereign
Gulfstream G200
Gulfstream 550
Gulfstream G-IV
Gulfstream G-V
Challenger 300
Challenger 600 Series
Falcon 2000
Global Express
Learjet 45
Hawker 800
Falcon 50

". . . a long flight was proof that JetBed was the right decision. Without hesitation, I would recommend JetBed to any operator seeking ease, reliability and quality . . . Kudos to you and your Jet Bed staff for such a quality and innovative solution. You have surpassed all of my expectations . . ."

JetBed™

". . . a great addition to our cabin requirements . . . deployment is extremely easy . . . stores easily . . . definitely a satisfied JetBed customer."

Qualcomm Flight Department

BKD
mobility products
Approved distributor

Tel: 604.247.2128 Fax: 604.214.9825

www.bkdaerospace.com
info@bkdaerospace.com
BKD Aerospace Industries Inc.

Canadian Aero Accessories Ltd.

Component Sales

Overhaul & Repair

Trusted
Experience
Since 1964

CALL US FOR THIS & MORE !

- Fire Bottles • Oxygen Bottles • Escape Slides • Life Rafts
- Starter Generators • AC Generators • Generator Control Units
- Boost Pumps • Fuel Pumps • Blowers • Valves • Brakes
- Hydraulics 5606 and Skydrol • Electronics/GCUs
- Actuators - Hydraulic and Electrical

Authorized repair Station For

GOODRICH

Ice protection systems

170 George Craig Blvd. N.E., Calgary, AB, Canada T2E 7H2

ph: 403.250.9077 • fax: 403.250.6841

sales@cdnaero.com

www.canadianaero.com