



China Civil Aviation Report

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# 通航双月刊

## GA Bimonthly

### 中国通用航空产业将在渭南起飞! General Aviation in China starts in Weinan

向钱耀昌太平绅士，一位飞行员，航空教育家，通用航空推动者致敬  
Honouring Mr. Francis Yiu Cheong CHIN Q.S., J.P., Aviator, Aviation Educator and General Aviation Campaigner



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## 百年灵——计时腕表的先驱

一个完美的机身、一个卓越的引擎：百年灵推出风格独特的仪表，使品牌奠定机械计时腕表的领域地位，强劲、独特、经典的设计。手腕上散发著一股揉合了典雅与权力的气质。一件巧夺天工、精雕细琢的珍品。为了确保坚固耐用、功能完备、卓越性能而制造，Chronomat B01 无疑是为热爱精密腕表人士而度身订造，以达至显赫的成就。这一款卓越的计时腕表，完全由百年灵自家研发及生产的 Caliber B01 自动上链计时机芯。这款腕表的机芯，采用原创的工艺以及革新的结构，机芯精密准确、可靠耐用、性能卓越。与品牌的所有机芯同样通过瑞士官方天文台认证中心（COSC）的严苛检测。细致的美学观与卓越性能完美结合：Chronomat B01 使百年灵对机械计时腕表给予了全新的定义。



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该公司已被世界知名的两大飞机制造商空客公司和波音公司正式授权可为其提供全面维护、翻新与特装服务。汉莎技术提供并执行各类翻新与翻修，包括众多小型公务喷气机的窄体飞机，如：波音公务机、空客A318 Elite或空客公务喷气机，以及宽体飞机，如：波音787与747-8，空客A330/A340，以及最新的A350。基于汉莎技术拥有遍布全球的商用航空MRO服务网络，还可为其VIP客户在世界各地的任何时间提供各类运行、技术与物流支持。

全球VIP、公务与政府专机的所有者与营运者均视汉莎技术的翻修中心为其座驾飞机的最佳翻修选择。在汉莎技术的要客飞机能够体验其长达四十余年的设计工程经验以及30余架全面装修的专业能力。该公司的大型设施具备为六名客户同时提供装修服务的能力。

汉莎技术的客户首先享受到了创新带来的好处。世界上还没有一个其他服务供应商可以像汉莎技术一样，在其机舱研发中心推出众多“世界首创”的服务。从飞行中的衔接性、革命性的座椅理念，到创新的娱乐系统，汉莎技术产品遍布了机舱创新的各个领域。

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#### Publisher

发行人  
**Francis Chao**  
赵嘉国

#### News Writer

撰稿人  
Violet Law

### Chief China Correspondent

中国新闻联系人  
Lili Wang 汪莉莉

### China Staff Writer

中国新闻撰稿人  
Angela Hu 胡明艳

### Layout and Graphic Design

版面与美工设计  
Emeng Hu 胡艳霞  
Huang Wei 黄炜

### Webmaster

电子版网页设计  
Yingfeng Peng 彭颖锋

### Editor

编辑  
David Rodenhaver  
George Chao  
Nelson Chao

To contact CCAR or subscribe to CCAR, please send your email to: [Info@ChinaCivilAviation.com](mailto:Info@ChinaCivilAviation.com) or visit: [www.ChinaCivilAviation.com](http://www.ChinaCivilAviation.com)

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c/o Uniworld LLC

690 Garcia Ave, Ste. A

Pittsburg, CA 94565

Tel: 925-439-3799 ext 12

Fax: 925-439-3268

北京联系电话: 86-10-8559-0830

传真: 86-10-8559-0830 ext 215



中共渭南市委书记梁凤民会见《民航报导》发行人赵嘉国，副市长程勉贵陪同。

Party Secretary of Weinan City Mr. Liang Fengmin accompanied by Deputy Major Chen Mianguai meeting with Publisher of China Civil Aviation Report Francis Chao.

# 中国通用航空产业将在渭南起飞！

## 中国 渭南 卤阳湖通用航空产业项目

### 1. 项目背景

渭南卤阳湖开发区是经陕西省人民政府批准设立的省级重点开发区，通用航空为其主导产业。开发区处于关中-天水国家级经济开发带的腹地，整体是一个国家级的湿地公园，规划总面积124.24平方公里。距西安78公里，距阎良国家航空产业基地20公里，距西安咸阳国际机场92公里。

开发区的发展定位是：以通用航空制造、通用航空运营服务、航空主题体验旅游为主导产业，打造中国最具竞争力和世界知名的通用航空城。

开发区位于中国的地理中心，是通航飞行转场调度中心的理想之地；有半径20公里，高度2000米以下的本场空域，国内少见；集陆地、草地、水上三跑道为一处，全国仅有；有12.5平方公里盐湖湖面和5平方公里的草地可作为飞行体验区，关中平原地势平坦，周边净空条件良好，有丰富密集的旅游资源，非常适合发展空中观光旅游，是两年一度的中国国际通航大会的举办地。阎良国家航空产业基地的蒲城通航产业园已入驻开发区；已建成1200m×45m跑道和10万平米的停机坪；西北地区第一架私人飞机、中国西部紧急救援中心已落户开发区，标志着通航产业在渭南卤阳湖迈出了坚实的第一步。

中国的通航产业尚处于启蒙阶段，没有成功的通航基地建设发展经验。如何解放思想，借鉴国际通航产业发达国家的经验，探索出一条集航空制造、运营、维修、培训、航空消费为一体的产业协调发展之路，是渭南市追求的方向和目标。

### 2. 走出迷局·开创通航发展新模式

为了能够走出迷局，摆脱传统的产业发展模式和思想观念的束缚，必须寻求新的方式和思路对通用航空产业的发展进行系统全

面的规划。为此，渭南市邀请北京航空航天大学顾问团队进驻渭南，针对当地的现状、需要和发展目标，结合通用航空产业的特点和目前中国的现状，经过多方论证，集思广益，提出了卤阳湖通用航空产业发展的创新之路：即把通航飞机作为一种方便快捷的交通工具，首先考虑市场的实际需求，注重开发通航业务的终端应用市场，以创造出良好的社会效益及经济效益，从而与国家通航政策形成良性互动，逐步改善通航产业环境，随着通航业务的增长形成对通航飞机的现实需求，带动通航飞机的制造生产，最终带动整个通航产业形成完整产业链，实现长期稳定的发展。

为了确保产业发展的顺利进行，主张地方政府在传统的以土地供应者的身份提供招商条件的基础上，积极主导航空运营综合服务系统的建设，并将以使用者身份付费的模式鼓励业者前来渭南建设通用航空，以当事人的身份直接参与并融入地方通航业务的运行。

### 3. 精心规划·循序渐进

卤阳湖通用航空产业的发展途径、产业布局和商业模式规划：运营服务先行---以飞行运营为起点，机场建设、综合服务作支撑（航油、空管、气象等），开展航空体验观光、政府公务、航空旅游、飞行员培训等业务。渭南市政府将邀请国际通航运行者前来提供飞行服务（如香港飞行服务队的模式），以利于渭南市政府公务的执行，商业人士的流动交通，观光视察等活动，通过购买飞行时间的方式支持运营方的生存与发展；

以点带面---从本场空域飞行开始航空体验、航空展览等业务，逐步开辟固定旅游线路的空中走廊，尽快落实设立通用航空产业综合试验区的工作，在渭南地区设立机场布局网点和综合服务平台，实现区域内通航业务的全面发展，创新一个符合中国实际情



况的通航产业发展模式，为陕西省和全国的通用航空产业发展提供经验和借鉴。

产业链主形成---渭南市将引进国际通用航空维修厂前来设立维修基地并与渭南市职业教育机构合作，从国外收购退役飞行器在渭南进行翻修工作以便培训技工人员，并将修复的飞行器出售收回投资的费用，逐步将渭南打造成中国通航飞行器维修机型最全、规模最大的维修培训基地。同时，作为全国十大职业教育基地之一，渭南市将为国际国内在渭南建立的飞行培训机构提供学生贷款担保，支持航空方面的职业培训，使该项工作能够顺利地以商业运营的模式为航空公司培训飞行员或进行私照培训。

产业链完善---伴随着飞行业务的开展，航油、金融保险等方面的需求会应运而生，维修和培训业务的开展，自然会产生对零部件、航材的需求。基于陕西深厚的航空制造业基础和未来市场可预期的对通航飞机的大规模需求，产业集群会逐步形成和聚集，在开发区进行通航飞机的制造和销售将水到渠成。

通航基地和中心---随着通用航空产业链的完善和通航运行网络的扩展延伸，渭南市处于中国地理中心的独特优势将更为明显。它必将成为集维修培训基地、紧急救援中心、公务飞行调度中心、通航飞机制造基地为一体的中国通航产业中心。

## 4. 推广和招商

2009年4月6日，在中国西安举行的中国东西部洽谈会期间，渭南市携民航西北管理局、阎良国家航空产业基地成功举办“通用航空产业发展论坛”，参会的有地方政府、行业管理部门、大学、通用航空制造、通用航空运营、通用航空消费者、金融机构等各个方面的代表。会议就卤阳湖通航产业的发展模式以及相关问题进行了深入的探讨。会后举行了西部紧急救援中心和西北地区第一架私人飞机落户开发区的签约仪式。

渭南市将以协办方的身份参加“2009年通用航空商务交流会”，希望借助此平台与国际通航业界交流并招商，欢迎国际国内业者、投资商前来洽谈。

## 5. 渭南市委、市政府的支持与决心

### 梁凤民 市委书记

卤阳湖开发区是陕西省政府立项的重点开发区，是陕西航空强省战略的重要组成部分。市委、市政府将大力支持卤阳湖通用航空产业的发展，并已将通用航空定位为渭南市的主导产业。我们提出，要在尊重产业发展规律的基础上，解放思想，积极创新，高起点规划，超常规推进，积极招商引资。在社会各界的参与和共同努力下，我们有信心将卤阳湖打造成为中国最具竞争力和世界知名的通用航空城，让通用航空产业在这里落地生根开花，长成参天大树！

### 徐新荣 市长

卤阳湖发展通用航空产业具有得天独厚的条件，可谓天时、地利、人和。作为渭南市市长兼卤阳湖开发区管委会主任，我深知，我和我领导的政府部门在卤阳湖通用航空产业发展中的角色和作用，那就是做好规划，画好蓝图，营造好环境，筑巢引凤，并全力做好后勤服务工作。我对卤阳湖通用航空产业的发展有足够的信心，并承诺会加大政策支持力度，加快建设步伐，为卤阳湖通用航空投资者营造最为适宜的产业发展环境，为卤阳湖的居民和游客营造最为适宜的和谐的人居环境。让我们共同努力，促成卤阳湖通用航空产业发展的美好愿景早日实现。

### 高远洋博士 市长助理

北京航空航天大学经济管理学院副教授，美国加州大学伯克利分校访问学者。

如果说干线航空发展是中央政府行为，支线航空发展是地方政府行为的话，那么通用航空的发展一定是一个市场行为，有赖于市场各方的积极参与和促进。卤阳湖已具备了发展通用航空绝佳的条件，相信在政府、产业界、金融界、专业机构、通用航空消费者等各方的共同参与下，经过不懈努力，我们定能走出一个中国通用航空发展的创新模式，使卤阳湖成为通用航空投资者的热土，成为通用航空爱好者想往的乐园和放飞之地。让我们携手共迎中国通用航空发展春天的到来。

# General Aviation in China starts in Weinan



渭南市市长 徐新荣  
Mr. Xu Xinrong, Weinan City Mayor

In order to attract support for the community's concerns over general aviation development in Weinan's Luyanghu region and provide a platform for mutual exchange and cooperation, a general aviation industry forum was held in Xi'an Qujiang on April 6.

Hundreds of entrepreneurs from related industries, celebrities, experts and scholars and government officials gathered for the Forum and took in the beautiful landscape of the country's Western frontier. The Forum served a significant function for the local government so much so that Party secretary Liang Fengmin and Mayor Xu Xinrong were in attendance to listen to all the speakers discuss general aviation strategies as they relate to a city's development.

The development of general aviation in Luyanghu is a very important component in the city's integrated modernization and development zone. The city will be committed to the development of general-purpose aircraft design, aircraft manufacturing, flight training, aviation, tourism and other industries in an effort to create the most competitive domestic environment and a world-renowned park for general aviation specialization.

The Weinan Luyanghu development zone is the key development area set up under the authorization of Shanxi's provincial government with general aviation for the anchor industry. The development zone is situated at the heart of the Guanzhong - Tianshui state-level economic development belt. The entire area is a state-level wetland park, measuring a total of 124.24 sq. km. The region is only 20 km from the Yanlang national aviation industrial base, 78 km from Xi'an and 92 km

from the city's Xianyang International Airport.

The guiding development strategy of Luyanghu is to focus on general aviation manufacturing, general aviation operation service, aviation-based tourism and other related industries in order to turn the region into the most competitive and world-renowned general navigation city within China. The development zone's location at the heart of China's geography center makes it the ideal spot for flight redeployment control center. Its air zone of 20 km in radius and 2000 m in height are rare inside the country.

It also has the nation's only combination of three runways – on the land, the lawn and above the water. The 12.5 sq. km of saline lake surface and the five sq. km. long lawn are perfect ground for test flights. The gentle topography of the Guanzhong Plain and the absence of peripheral obstructions further add to the region's aviation edge. Moreover, the region's endowment of rich tourism resources makes it well-suited for airborne sightseeing trips. It already is the host city of the biennial Chinese international General Aviation Symposium. Yanlang aviation Industrial base's Pucheng navigation industrial park has already moved into the development zone. A 1200m×45m runway is completed and a 100,000 sq. meter terminal were under construction.

Meanwhile, the first private plane from the northwestern region has taken off there. And the nation's western emergency rescue service center has set up shop in the development zone. All this symbolizes that the aviation industry has made its first bold stride in Weinan's Luyanghu region.



The Weinan government is now actively pursuing development in aviation manufacturing and servicing, aviation operations, flight training, etc.

At the Forum, representatives from the Xi'an branches of China Merchants Bank and China Minsheng Bank, as well as those of Yanliang Air Base, the Civil Aviation Administration of China's Northwest Bureau, Beijing University of Aeronautics and Astronautics, U.S. Cirrus Design Corporation, Shanghai Zhengyang Group and many other elite aviation enterprises. Everyone got together to forge "win-win cooperation" for the purposes of investment and development. They sought to explore how to better the general aviation industry and also offer advice and suggestions for a better tomorrow.

Just two days before the Forum, the provincial party committee secretary Zhao Leji inspected the West Pavilion of the Luyanghu General Aviation Industrial Park with great interest and praised the planning of the park.

In speeches and presentations, the Forum's participants reviewed the development process of the general aviation industry in the world's major developed countries and analyzed the process in China over the years in light of the evolution of industrial policies and the opening up of China's air space to a more forward-looking strategic plan. Shaanxi Province and the rest of the country have been doing their best in developing general aviation industries.

The participants advised that Weinan officials should follow the path of the market and retain enterprises as the mainstay. But they should also be prepare to respond to market demand to provide comprehensive services, reduce operating costs and increase the overall efficiency. That way they can support the general aviation development by providing the most favorable platform for enterprises. Most important, Weinan city government should actively cooperate with the CAAC to pilot the idea of park construction.

A Cirrus Design representative who has over 40 years of flying experience said that in developed countries flying has become an extremely commonplace experience so it totally is conceivable that it will become the same in China before too long. That means has the country has a flight



渭南市市长助理 高远洋  
Mr. Gao Yuanyang, Weinan City Assistant

market prospect unparalleled in the world.

Serving also as director of the Luyanghu park, Mayor Xu Xinrong said that his goal is to speed up the development of logistics through joint efforts so that the city can realize its vision of better general aviation as soon as possible. To that end, the Forum, he said, has been instrumental in helping to deliver positive and clear, tangible results. Also, he added that during the thirteenth session of the Chinese Ministry of Cooperation and Investment and Trade Fair, the Luyanghu General Aviation Industrial Park has entered into several productive agreements.

It is believed that in the near future the wings of Luyanghu's general aviation industry will take flight.

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# 向钱耀昌太平绅士， 一位飞行员，航空教育家，通用航空推动者致敬

## 首两位长途越野飞行的华人飞行员

“耀昌，你真是会找麻烦！你叫我在香港哪里能找到评荐人来替你考核那些无谓的航空徽章呢？那是设计给英国童子军的。在香港航空和飞行是不可能的！你了解吗？”徽章考核书记咆哮着。

钱耀昌疑惑地聆听着。16岁天真的他正想申请一系列的航空徽章，包括航机辨识章、航空导航员章、航空机械员章、航空模型章、航空气象员章和航空飞行员章等。耀昌被拒绝了，徽章考核书记告诉他必须放弃飞行，并按照其他陆地童子军的老方法去考取英女皇荣誉童军奖章。可是，他仍然深信飞行在香港是可行的，而且立誓要改变人们对航空飞行的愚昧无知。他同时发誓要推动航空教育，让所有人及青少年都有机会学习飞行而不受任何排斥和阻碍。

幸运的是当时香港是中国人土地上“通用航空的最后堡垒”，当时中国大陆和台湾还没有通用航空的飞行。耀昌在1965年香港飞行协会成立六个月后立即加入该协会，并开始在香港启德机场跑道学习飞行。当时香港飞行协会是由一群国泰航空公司的英国籍和澳洲籍飞行教练执教，而他是协会里唯一的中国飞行员。

在他中学毕业前以及考获英女皇荣誉童军奖章前，耀昌就已经在启德机场国际航线巨无霸飞机的伴随下完成单飞任务并获得私人飞行员执照。虽然因迟了多年已致超龄的关系未能得到大多数航空童军的徽章，耀昌回到童子军总会取得了他的童军飞行员翼章，而那是香港的第一枚，必须向英国童军总会特别订购，并由童军总监亲自颁发。

“那时是启德机场通用航空飞行的黄金时期，只要天气许可下基本上每天昼夜都可以飞行，我在拿到执照不久后就考获夜航的资历，”钱耀昌回忆着。“初次单飞是多么的刺激同时感觉到从未有过的骄傲，因为可以与那些负有重大责任的航空公司机长们在繁忙的国际机场肩负重任，比肩翱翔”，“我们学会了许多在繁忙国际商业航线区域飞行的技巧，回旋方式，升降程序，塔台通话等，特别是在九龙人口密集的市区上空和险要的狮子山群之间按规安全飞行。我们学会了不同的无线电通讯技巧跟友善且乐于助人的空中交通管制员沟通，同时学会如何采用小面积回转的模式在此起彼落的国际民航航班之间，在4-5分钟的空隙里使用仅有的一条跑道演练复飞的程序、迫降和故障飞行等的措施。那是非常好的飞行经验，对我们后来从事长途越野日夜飞行到达各地繁忙国际机场有很大的帮助，”钱耀昌回想着说。

耀昌的兄弟们是第一批被他教育和接受他的航空理念的一群，家里七个兄弟中有五人相继爱上了飞行并立即取得飞行执照，他们更进一步的协助耀昌实现他的誓言去推广香港的航空飞行教育和改变人们对飞行的错误认知和态度。



80年代耀昌任香港航空青年团总司令時与团员在石岗軍用机场 Officer days (above and below) at Shek Kong Military airfield in the 1980s



# Honouring Mr. Francis Yiu Cheong CHIN Q.S., J.P., Aviator, Aviation Educator and General Aviation Campaigner

## As a Long Distance Cross-country Record Flying Aviator

“Francis, you are a trouble maker! Where on earth in Hong Kong can I find an assessor to assess you on all these silly aviation badges? These badges are designed for the Scouts in England. Aviation and flying is impossible for you in Hong Kong! Can you see that?” the angry badge secretary blared.

Francis Chin, who was hearing in disbelief, was then a naive Scout aged 16 applying to be assessed on a whole series of Air Scout badges namely Air Spotter, Air Navigator, Air Mechanic, Air Modeller, Meteorology and the Airman Badge. Francis was turned away and had to stay on the ground to follow the old land Scout path to attain the highest Queen’s Scout Award. However he firmly believes that aviation is possible in Hong Kong and vowed to become an aviator to change and educate the incorrect views of ignorant people on flying and aviation. He also vowed to promote aviation education opportunities so that everybody could pursue aviation activities independently or in youth organisations without being discouraged and turned away.

Luckily Hong Kong was the “last bastion of General Aviation” in this huge Chinese continent including mainland China and Taiwan where GA was not available. Francis promptly joined The Aero Club of Hong Kong 6 months after it was formed in 1965 and learned to fly at the legendary Kai Tak Runway. He found that he was the only Chinese pilot in the Club among an instructor pool of British and Australian Cathay Pacific pilots.

He went solo and obtained his pilot’s licence while flying along side with the international airline jumbo jets before he left secondary school and before he was awarded the prestigious Queen’s Scout Award. Although he missed most of the Air Scout badges due to age criteria, Francis went back to the Scout Association to claim his Scout Pilot’s Wing which was the first in Hong Kong and had to be specially ordered and airmailed from the main Scout Association in England and presented to him in a special ceremony by the commissioner.

“It was the golden era of General Aviation flying in the Hong Kong Kai Tak International Airport at that time. We could fly 365 days a year day and night without restrictions except the weather in this busy international airport and I obtained my night flying rating immediately after the licence.” Francis said. “Flying First Solo was the most exciting and flattering exercise we have ever had because we were flying all by ourselves on par with the airline captains for the first time in this busy international airport with equally full responsibility as a pilot in command!” “We had learned a lot on airmanship, circuit pattern, procedures and radiotelephony essential for flying

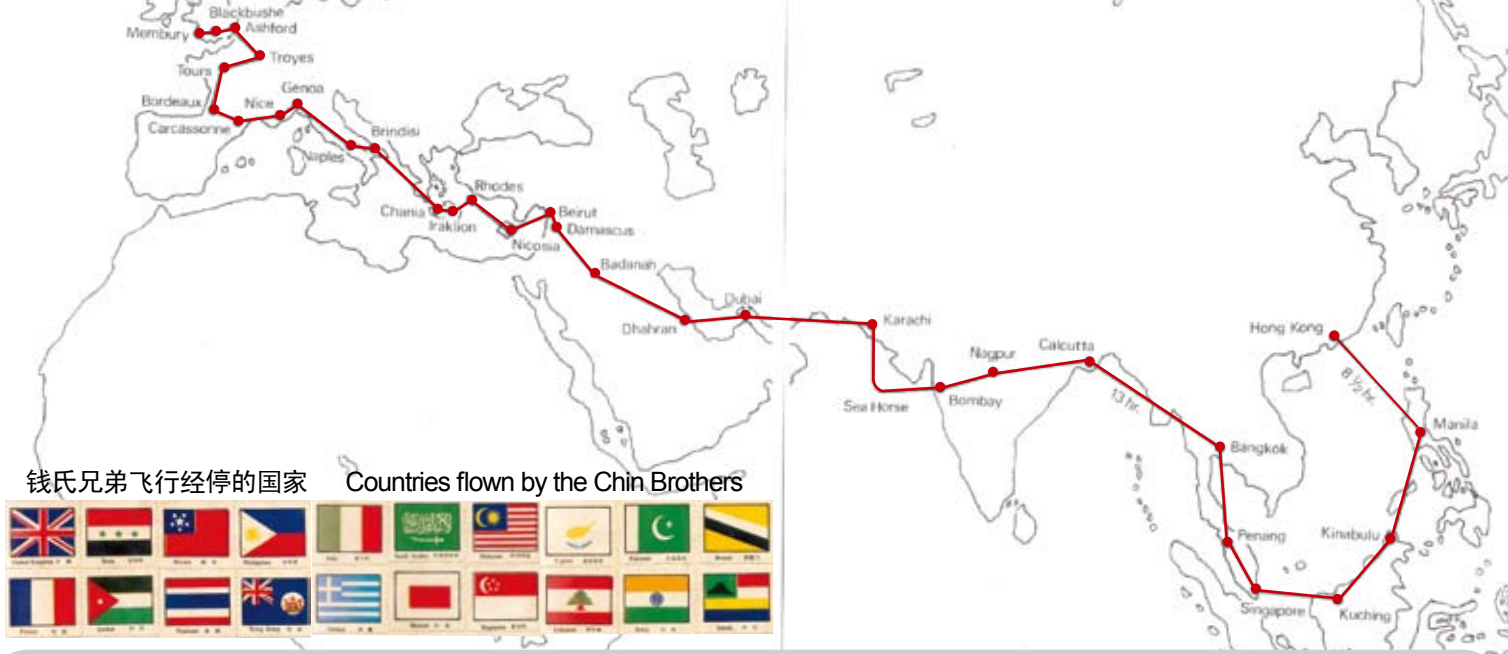
with heavy international commercial airline traffic over the most congested built up area of Kowloon City and next to the Lion Rock hills. We learned to communicate skilfully with radiotelephony and cooperate with the ever friendly and helpful air traffic controllers and learned how to hold accurate small circuit patterns and to fit in nicely in the short 4 to 5-minute gaps between the no-nonsense departure and arrival international airline jumbo jets for our touch-and-go, forced landing practices or engine-failure-after-take-off practices on the one and only one runway of Kai Tak. Those were excellent experiences and built up our airmanship and flying skills in flying international cross-country flights in busy airports both day and night which we visited for the first time of our lives during our latter cross-country flying sorties.” Francis added with reminiscences.

Francis’s brothers were the first to be “educated”. Five out of seven of his brothers joined Francis and all fell in love with general aviation flying and obtained their pilot’s licence in no time. Then, the Chin Brothers went a step further to help Francis to realise his vow to change and educate the incorrect views of ignorant people on flying and aviation and to promote aviation education for the people of Hong Kong.

The Chin Brothers Dominic Io Chong Chin and Francis Yiu Cheong Chin were originally flying quietly from England and were first known to the world when their flying was first discovered and published by the Singapore Strait Times when arriving Singapore on 3 January 1972. Then nearly all the newspapers in Hong Kong, South East Asia, Europe and England (e.g. The Times and The Sunday Observer) published daily the progress of their flight and adventures with large photos in their front pages during January 1972. The Asia Weekly, Globe Trotter, and the Readers’ Digest put the Chin Brothers at the front cover and the Readers’ Digest published their story as a special feature titled “The Adventure of the Echo Charlie” in Feb 1973 and 1974 in 7 languages namely Chinese, English, French, German, Finnish, Swedish, Spanish and Japanese.

The Chin Brothers completing their 30-day flying endeavour from England to Hong Kong arriving in night flying and landed safely on Runway 31 of the Kai Tak International Airport at 11:20 P.M., 8 Jan 1972. The Chin Brothers had made the first single engine England to Hong Kong flight in a 100 horsepower Beagle Pup B121 Series 2-seater mini plane with only basic flight instrument, a merely 30-nautical miles range R/T and VOR with neither glideslope nor beacon marker in 30 days with 30 refuel stops for avgas and some mogas along the way.

Dominic and Francis, with only 61 hours and 55:05 total (dual



钱氏兄弟飞行经停的国家 Countries flown by the Chin Brothers



首张由新加坡海峡时报刊登的钱氏兄弟照片  
The First Press photo of the Chin Brothers taken in Singapore by the Singapore Strait Times



耀昌用手发动引擎  
Francis hand-starts in Crete



通过叙利亚沙漠  
Over Syrian Desert



香港政府新闻署记者1972年1月8日晚11:20  
拍摄降落于香港启德国际机场。  
The first photo taken by reporters of the Hong Kong Government Information service upon arrival at the Hong Kong Kai Tak International Airport at 11:20p.m., 8/1/1972

钱氏兄弟长途越野飞行初时是静悄悄开始的，直到1972年1月3日他们飞达新加坡被新加坡海峡时报首先报道了他们的壮举后，接着所有香港，东南亚，欧洲和英国（泰晤士报，周日观察家报）都大篇幅报道每天的飞行进展和照片。亚洲周刊、环游世界期刊、读者文摘均将钱氏兄弟的照片作为封面。读者文摘还在1972和1973年以中文，英文，法文，德文，芬兰语，瑞典语，西班牙语和日语刊登了以“小猎犬历险记”为题的主题文章详述其飞行经历。

1972年1月8日晚间11时20分钱氏兄弟完成了30天的由英国到香港的长途越野飞行并安全的降落在启德国际机场的31号跑道。钱氏弟兄创下了单引擎100匹马力小猎犬 B121 双座位小型螺旋桨飞机的英国-香港飞行纪录，飞机内只有原始的基本飞行仪表和收程只达30海里的无线电通讯设备，需中途加油30次才能够飞抵香港。

耀宗和耀昌两人分别只有61和55小时飞行记录就展开了18,239英里（29,280公里）的飞行，横过欧洲、非洲，并穿越过叙利亚的沙漠，飞过以阿战争区，印巴战争区，和绕过欧洲冷战区和越战的地方，途中所到之处都出乎意料地受到热情款待。到达新加坡时只发生过引擎机油冷却器泄漏机油的小毛病。他们从印度加尔各答飞往曼谷时破了该飞机连续飞行12.5小时的纪录。因在缅甸上空受到阻延，在抵达曼谷国际机场前10海

里，燃油不幸耗尽，在引擎停顿的情况下处变不惊，滑翔紧急迫降成功，化险为夷。

如同二战期间的CNAC驼峰飞行员，他们以超越小猎犬飞机性能高度极限10,000英尺的10,016英尺飞越缅甸Arakan Yoma山区的维多利亚峰。他们从婆罗洲到马尼拉及由马尼拉到香港分别需要8.6和8.5小时的飞行时间，途中飞过大批鲨鱼出没的海洋，为减轻重量，多载燃油，他们的越野安全设备只有两件普通救生衣而已。

在钱氏兄弟到达香港后香港政府新闻署拍摄了照片并撰写了文稿纪录了这段由英国飞往香港的史实，档安号为HKRS365-1-406-1到10，名称为“勇敢的香港青年-钱氏飞行员-耀宗与耀昌”同时香港政府历史档案馆收藏了所有中英文的读者文摘和所有有关钱氏兄弟驾驶100匹马力小飞机长途越野飞行的报纸、杂志和文章。

那架编号G-AWEC的小猎犬螺旋桨小飞机在香港重新登记编号为VR-HGT 下由钱氏兄弟和朋友继续飞行了11年，后于1983年捐赠给香港飞行总会，用于香港航空青年团和香港航空童子军飞行训练的教学工具。2003年在志愿者工程师的帮助下进行了大翻修，详细情况可浏览 [www.chinbrothers.netfirms.com](http://www.chinbrothers.netfirms.com)。目前停放在香港飞行总会作为博物馆项目的主题展品，它的照片可以在 <http://www.hkaviationclub.com.hk/> 网页上看到。



原始的基本飞行仪表和驾驶舱设计  
The original basic flight instrument and cockpit layout of G-AWEC (later registered as VR-HGT in Hong Kong)

你看看停在油罐车旁娇小的小猎犬飞机  
To show you the size of the Beagle Pup G-AWEC when compared with a fuel truck.



and solo) hours respectively in their logbooks, had covered some 18,239 miles (29,280 KM) and flown through the Syrian Desert, the Israeli-Arab War, the Indian-Pakistan War, the Vietnam War, and the Cold War receiving amazingly hospitality and friendship all along the way. They experienced an oil cooler gasket leakage when arriving Singapore and at one point ran out of fuel 10 miles out of Bangkok International Airport and confidently performed a perfect forced landing with a dead engine at the airport after scoring a 12.5-hour range record for the merely 100 horsepower Beagle Pup B 121 from Calcutta, India.

Similar to the China National Aviation Corporation (CNAC) Hump Flyers in WWII, they over-flew Mount Victoria in the Arakan Yoma Mountain Range in Burma at 10,016 feet with the tiny 100 horsepower aircraft whose ceiling only certified for 10,000 feet, and spent 8.6 hours and 8.5 hours flying over open shark-infested ocean from Borneo to Manila and Manila to Hong Kong respectively with only 2 standard life-jackets.

Upon the Chin Brothers' flight arrival in Hong Kong the 'Hong Kong Government Information Services' had taken photos and written special report and articles on the Chin Brothers' epic England to Hong Kong Flight and achieved under the Collection of "HONG KONG'S DARING YOUNG MEN - THE FLYING CHINS - FRANCIS AND DOMINIC CHIN" Document Reference No. HKRS365-1-406-1 to 10. at the The Hong Kong Government Public Records Office. The Hong Kong Government Public Records Office has also archived original copies of the Reader's Digest in the Chinese and English edition and an entire collection of the Newspapers, magazines, photos and articles of the Chin brothers' epic 100 horsepower single-Engine long distance cross-country flight under the index titled "Francis Chin's Collection".

The aircraft Beagle Pup G-AWEC was later flown for some 11 years by the Chin Brothers and their friends under the registration VR-HGT in Hong Kong for the convenience of licence renewal and was later donated by the Chin Brothers to the Hong Kong Aviation Club in 1983. It was later donated for use by the Hong Kong Air Cadet Corps and the Air Scouts of Hong Kong as a teaching aid for aviation education and training. It was refurbished in 2003 by four volunteer engineers and repainted to its original G-AWEC call sign and colour scheme. This story is narrated in [www.chinbrothers.netfirms.com](http://www.chinbrothers.netfirms.com). It is now hangared and earmarked for the museum project of the Hong Kong Aviation Club where its photo could be found on the club web page. <http://www.hkaviationclub.com.hk/>

### As one of the two First Licenced GA Rotary Wing Aviator in Hong Kong

Shortly after their epic England to Hong Kong Long Distance Cross-country flight, at a time when private or GA helicopter flying was NOT allowed in Hong Kong, at 12:30 p.m. 1 April 1972 the Chin Brothers Dominic and Francis Chin

made the first Campbell Cricket gyrocopter flight in Hong Kong at the Kai Tak International Airport.

It is worth noting that at a time when private or GA helicopter flying was prohibited by law in Hong Kong, the Chin Brothers legally set a milestone in aviation marking the first officially fully licenced rotary wing GA pilots flying rotary wing aircraft in the aviation history of Hong Kong along side with huge Boeing 747s. Their tiny single-seat gyrocopter, also known as gyroplane or autogiro, with Hong Kong Registration VR-HGV, had a modified 1,600 c.c. twin-carb Volkswagen Beetle boxer engine and wooden propeller, was similar to the type flown by the legendary British agent 007 James Bond in the movie "You Only Live Twice", the 5th film of the James Bond movie series in 1967. Their dedication and determination to fly rotary wing aircraft and their perseverance to overcome impossibility is highly admirable.

The South China Morning Post first reported the Chin Brothers' historical flight on the front page with picture on 1 April 1972 and copies of the SCMP and other newspapers is available at the Public Records Office of the Hong Kong Government under the title "Collection of Francis Chin".

Dominic and Francis are holders of rotary wing aircraft Private Pilot's Licence (H) No. 2 and No.3 respectively. It was informed that Private Pilot's Licence (H) No. 1 was never issued.

The Beagle Aircraft Ltd designed the first British all metal light aircraft christened Beagle-Pup in 1967 and the Chin Brothers bought the 14th aeroplane that rolled off the production line. The Beagle-Pup has an excellent engine made by Rolls Royce but was sold like the price of a sports car for only 3,495 Sterling Pounds. The aircraft's inexpensive price, light and positive handling characteristics and excellent responsive performance made it one of the most enjoyable and rewarding machines to fly in its time. These factors, combined with its aerobatic ability, inborn safety and stability, should have attracted a strong demand and large orders from air forces and flying schools both in the UK and worldwide.

Unfortunately, up to 1971, apart from a few UK flying schools, only the Swedish Air Force bought 59 aircraft. The manufacturer ran into bankruptcy and exasperated by developing its twin engine models and were unable to obtain help from governments or air forces. Knowing that the Beagle-Pup was the best light aircraft at that time and should not be ended tragically, the Chin Brothers had a choice of many other brand of aircraft to fly but decided to save the Beagle Pup by flying one from England to Hong Kong to prove its worth and reliability.

After the Chin Brothers' long distance cross-country England to Hong Kong flight and the publication of the interesting story "the Adventure of Echo Charlie" by the Readers' Digest, the performance and reliability of the Beagle aircraft was proven. In 1973, the year following the Chin Brothers' epic flight, the Royal Air Force placed the largest order ever of 130 aircraft (in the air force version using a larger fuel injection engine called the Bulldog with a clear perplex bubble canopy) and saving the bankrupting manufacturer as well as the Beagle aircraft production from being discontinued. Even the Royal Hong Kong Auxiliary Air Force bought 2 Bulldogs to fly in Hong Kong.

The achievement of their pilots and their photos (especially bona fide members who learn to fly from scratch at the club) is a pride to every flying club all across the world. After the celebration of the Centenary of Man's first heavier than air powered flight in 2003, the Hong Kong Historical Aircraft Association was commissioned by the Hong Kong Aviation Club to refurbish all historical photos displayed at the club. Amongst many precious historical aviation photos, the Hong Kong Historical Aircraft Association chose the archive photo of the Chin Brothers and their successful Beagle Pup from the Hong



## 香港首两位取得飞行执照的私人通用旋翼飞机驾驶员

英国-香港长途飞行的创举后没多久，当时香港是不允许私人通用直升机飞行的（直升机是旋翼飞机的一种）。1972年四月一号下午12:30分钱氏兄弟在香港启德机场成功的飞行了 Campbell Cricket 单人螺旋桨旋翼飞机（与直升机均是旋翼飞机的一种）。

值得注意的是当时私人通航直升飞机在香港是不被允许飞行的，钱氏兄弟是香港航空史上首两位获发私人通用旋翼飞机驾驶员执照的飞行员，在启德国际机场与庞然747飞机并肩齐飞。他们的单人螺旋桨旋翼飞机登记编号为VR-HGV 具有一个双化油器1,600c.c.大众汽车甲虫型号（Volkswagen Beetle）引擎和木制的螺旋桨，型号类似1967年英国传奇情报员庞德电影第五辑“你只能活两次”（香港的电影院译作“铁金刚勇破火箭岭”）里的单人螺旋桨旋翼机。他们在香港私人通用直升机禁飞的年代，变通地排除万难，以螺旋桨旋翼飞机绕过阻挠，代替直升机完成在香港飞行旋翼机的愿望，他们坚毅不屈，灵活变通，克服困难，达成飞行理想的精神，使人非常敬佩。

南华早报在1972年四月一号抢先以头版报道钱氏兄弟在香港启德机场首飞单人螺旋桨旋翼飞机成功。南华早报和香港各媒体的相关报道都储存在香港政府历史档案馆“Francis Chin's Collections”内，供免费查阅。

耀宗和耀昌分别获香港政府民航处发给旋翼飞机第二号和第三号驾驶员执照，据悉第一号执照从没有发出。

英国小猎犬飞机公司在1967年制做了英国历史上第一台金属做的训练机，型号叫做小猎犬。小猎犬飞机使用著名的劳斯莱斯引擎，但售价只是3,495 英镑，廉宜得像小跑车。飞机价廉物美，性能优异，操控容易，安全稳定可靠，又可作花式飞行，本应是空军和飞行会抢购之飞机。可是，面世后至1971年，做了200 台，只有英国少数飞行会问津。瑞典空军也只订了59台。英国小猎犬飞机面临破产，研制双引擎型号更弄得雪上加霜，又得不到政府援手。

钱氏兄弟看到这么优良的飞机就此消失，觉得十分可惜。他们当时有很多牌子的飞机可供选择，但决定选择小猎犬飞机作这英国至香港长途越洋飞行，希望为小猎犬飞机出口气，证明其性能优异，安全可靠。小猎犬飞机优异的性能在钱氏兄弟的长途越洋飞行中被证实了，次年（1973）英国皇家空军毅然发出空前的订单，向英国小猎犬飞机公司购买了130架飞机（使用较大马力燃油喷注引擎和透明空军式座舱盖），挽救了这家破产的英国小猎犬飞机厂和小猎犬飞机。香港皇家辅助空军也买了两台在香港作训练飞行。

飞行会员的成就和照片，尤其是真正在飞行会从第一课开始学起的会员，在全世界的飞行会都会被骄傲的展示在会所内。2003年庆祝人类飞行百年之余，香港飞行总会委托香港历史飞机学会重新设计会所内飞行历史图片的陈列，香港历史飞机学会选了香港政府历史档案馆钱氏兄弟与小猎犬飞机的照片，与香港第一次飞行盛举的照片并排陈列。

《民航报导》杂志能够将钱氏兄弟和他们的飞行器所创下的通用航空成就加以记录保存下来，也觉得很骄傲。我们深深相信通用航空的飞行机会应该对任何人开放提供，不论国籍，种族，社会地位和宗教信仰，而历史的记录不应因个人的羡慕、忌妒或商业成本而有所增删偏袒。

## 作为一位全社区的航空教育家

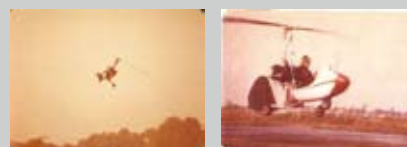
不论如何，耀昌的航空推广教育梦想在新闻媒体和读者文摘“The Adventure of Echo Charlie”故事的广为宣传下对香港和海外华人社区产生了极大的影响。通用航空开始在香港社会的各阶层里生根成长及传播。许多人开始认识通用航空及加入飞行会学习飞行，使到飞行俱乐部在80年代及90年代在飞机和会员人数上达到历史的最高点。

在2003年香港飞行总会的一个欢迎钱耀昌太平绅士由海外返回香港定居的200多人晚宴上，一位香港飞行教官在介绍他自己是香港第一位同时具有固定翼和螺旋翼教官资格的飞行员时说 “当年我在英国寄宿学校读书的时候在伦敦周日观察家报上看到钱氏兄弟的飞行故事，发现中国人也是可以飞行的，我就是在那时候开始并爱上了飞行，并从此得到无限乐趣。”俱乐部的副主席也是一位飞行教官接着说“我当年也在英国读书，读到伦敦泰晤士报上有关钱氏兄弟和他们小猎犬飞机的飞行事迹时他们就已经成为我心中的偶像，我开始学习飞行并成为固定翼和螺旋翼飞机的飞行员同时也成为俱乐部的副主席”。俱乐部主席也表示“The Adventure of Echo Charlie”故事也是他开始学习飞行的动力。

香港许多年轻人在读到读者文摘的故事后加入了少年航空团及航空童子军的行列，一位台湾空军飞行员Jimmy Lu先生写信给耀宗和耀昌说，因为你们的故事我加入了空军并且成为一位报效国家的直升机飞行员。



耀宗，耀昌（坐着）在1972年2月6日亚洲周刊封面的照片  
Dominic, Francis (sitting) and G-AWEC on the Front  
Cover of the Asia Weekly Magazine 6 Feb 1972



钱氏兄弟在香港启德机场成功的飞行了  
Campbell Cricket 单人螺旋桨旋翼飞机  
The Chin brothers in their Campbell Cricket Gyrocopter



这历史性的照片现在悬挂在香港飞行总会  
香港首次航空飞行的照片旁边  
This historic photo is now on the wall of the H.K. Aviation Club after  
1997 next to the photo of the first flight in Hong Kong



航空知识杂志在庆祝香港97回归  
期刊中刊登钱氏兄弟飞行事迹  
Aerospace Knowledge  
Journal of the official Chinese Society  
of Aeronautics and Astronautics  
Commemoration edition for the return  
of Hong Kong to China 6 July 1997  
Volume No. 316 (ISBN1000-0119)

Kong Public Records Office and put it on the wall of the Club next to the photo of the First Powered Flight in Hong Kong.

The China Civil Aviation Report is also proud to document here this important page of general aviation history of the achievement of the Chin Brothers and their Beagle Pup aircraft and Campbell Gyrocopter. We believe General Aviation opportunity should be open to all regardless of country, race, class, and creed and history recording should be independent of envy and jealousy.

### **As the Aviation Education Educator of the General Community**

Nevertheless, Francis's dream to promote aviation education had partially realised because the publicity of the interesting stories of "The Adventures of Echo Charlie" by the press and the Reader's Digest had far reaching effects in the general Chinese community in Hong Kong and overseas. General aviation flying started to spread in the Hong Kong community. Many people come to know of general aviation flying and many actually joined the flying clubs and learn to fly in Hong Kong. As a result the flying clubs in Hong Kong boomed to its peaks in the 1980s and the 1990s with maximum number of aircraft and members.

During a dinner reception held at the Hong Kong Aviation Club in 2003 honouring the return of Francis Chin from overseas, a Chinese flying instructor who introduced himself as the first flying instructor in Hong Kong with both fixed-wing and helicopter instructor ratings said, "While I was studying in a boarding school in the UK I read the flying adventures of the Chin Brothers in the Sunday Observer and I then realised Chinese can also fly. I then started learning to fly and fell in love with flying which I found so rewarding until today." The Vice-President who was a flying instructor also said, "I was also studying in England at that time and I read in The Times about the interesting flying stories of the Chin Brothers and their Beagle Pup. They have become my idols ever since. I started to learn to fly. I am proud to be both a fixed-wing and helicopter pilot, a flying instructor and the Vice-president of this club. The President also expressed he started learning to fly after reading the Chin Brothers' flying story "The Adventure of Echo Charlie" in the Reader's Digest..

Many young people in Hong Kong joined the Air Cadets and the Air Scouts after they read the Reader's Digest story "The Adventure of Echo Charlie". A Taiwanese air force pilot Mr. Jimmy Lu wrote to Dominic and Francis and asked for their signatures and photos. Jimmy thanked them for their inspiring flying story in the Reader's Digest which prompted him to join the air force and was enjoying and proud to be an air force helicopter pilot serving his country.

Amazingly, even General Aviation was not opened in mainland China at that time, Mr. Jimmy Lu told Francis that, in mainland China, the Aerospace Knowledge (Journal of the official Chinese Society of Aeronautics in Beijing) had published the story of the Chin Brother's epic England to Hong Kong long distance cross-country flight to commemorate the return of the sovereignty of Hong Kong to China on 6 July 1997 with the title "轻机横跨欧亚行". It is very obvious that the Chin Brothers's flying achievement pointed out that flying is a possibility for all and the message has a long and far reaching effect promoting flying and general aviation among the Chinese community throughout Greater China and beyond.

Dominic then dedicated to the teaching of flying to non-English Chinese who could not fly in Hong Kong where English radiotelephony is mandatory. So he bought a Cessna 150 and established a flying group in Zhuhai, mainland China to give learn-to-fly opportunity to non-English speakers. Unfortunately Dominic joined the rank of angels in an aerial accident while teaching a student pilot to fly in Zhuhai Airport. His funeral was enthusiastically organised by his students and well attended by a congregation of pilots in

Hong Kong and China highly honouring him as an outstanding long distance cross-country record aviator as well as a selfless fighter and pioneer who broke down the barrier of language to give opportunity to non-English speaking aviation enthusiasts to expand their wings at a time when General Aviation activity was non-existent in mainland China.

On 9 March 2003, to commemorate the Centenary Anniversary of Man's first successful heavier-than-air powered flight, the Car and Driver Magazine in Hong Kong published a special article titled "We don't have the Wright Brothers but we have the Chin Brothers." Indeed the Car and Driver editor is right in identifying that the Wright Brothers pioneered the hardware of flying in America while the Chin Brothers pioneered and excelled in the software of aviation in Hong Kong and Greater China. The software that the Chin Brothers excelled is the **passion and courage for the art of flying** that they have inspired in the Chinese and general community of Greater China and overseas through their untiring efforts in the promotion of flying and General Aviation Education.

### **As the Aviation Educator of Young people**

Apart from Dominic, the other Chin Brothers was more devoted to flying as flying per se while Francis would like to do more than flying and wished to realise his vow to change and educate the incorrect views of ignorant people on flying and aviation as well as to promote aviation education opportunities so that young people could pursuit aviation activities without being discouraged and turned away. Francis was then left all alone in his pursuit to promote aviation education but another opportunity shortly emerged.

The history of Air Scouting in Hong Kong started in 1967 when a Jesuit priest Father Cunningham formed an Air Scout Troop in the 11th Kowloon Scout Group of Kowloon Wah Yan College during the 5-year expansion plan of the Scout Association of Hong Kong. 11th Kowloon Scout Group (Kowloon Wah Yan College) is a "closed school Scout Group" with Scout membership open only to students of this college in the Kowloon Peninsula of Hong Kong. In 1972 the Group added an Venture Air Scout unit when the original 1967 Air Scouts reached the age of Venture Scouts at 16. As a result the number of Air Scouts were limited and there was only one Air Scout Unit in the territory from 1967 to 1972 without any expansion of the Air Scout numbers (as limited by the student size of this college).

The Air Scout Movement was unable to proceed nor expand for some 10 years while young people interested in aviation activities were being turned away.

In 1971 another aviation youth group enthusiasts went another direction and formed as the Hong Kong Air Cadet Corps (HKACC). Young people were able to join the Air Cadets instead of the Air Scouts. The Scout Association needed to find a solution in expanding the Air Scouting movement and to look after the existing Air Scouts.

The publicity of the press and media on "The Adventure of Echo Charlie" had drawn the attention of Mr. Henry Ma, the Chief Commissioner of the Scout Association of Hong Kong. Mr. Ma found that Francis Chin is actually a Queen's Scout, holder of the first Scout flying Wing in Hong Kong, suitably qualified and was a member of the Kowloon Region Leader Training Team.

In order to promote and spread the Air Scout Movement and open up the Air Scout membership and activities to all the youth of Hong Kong, Mr. Henry Ma, the Chief Commissioner approached Francis Chin and appointed him as the first air Scout leader of Hong Kong at the Commissioner level to develop and expand Air Scouting. Francis promptly accepted the appointment as this is the best opportunity to realise his vow and he reckoned that general aviation education would be most effective if it is started with young people at an early age.

# 我們沒有Wright Brothers， 卻有錢氏兄弟。

錢耀昌(Francis Chen)坐在香港飛行總會會所餐廳中，落地玻璃之外是平靜而幽雅湖濱，雖然其志願，是給出他對訓練、或對飛行訓練的渴望，或對飛行訓練的渴望，但有人完全無視他的訓練，只顧其志願。因此，他對飛行訓練的渴望，他的心裏也留下了遺憾。與他及許多在遠處的人。



令人惊奇的是，Jimmy Lu从台湾寄了一本《航空知识》期刊给钱氏兄弟并在信中说：中国的通用航空尚未开放但在北京的航空协会官方杂志《航空知识》在1997年庆祝香港97回归的期刊中就以“轻机横跨欧亚行”为主题刊载了这段钱氏兄弟英国到香港的传奇飞行来庆祝香港97回归。显然的钱氏兄弟的飞行成就在大中华的版图里已发生深而远的影响并持续推动通用航空的飞行活动和发展。

2003年三月九日香港汽车和驾驶员杂志在庆祝人类飞行百年纪念以“我们没有莱特兄弟，但我们有钱氏兄弟”为标题的专文中指出，莱特兄弟带来了人类飞行的硬件，钱氏兄弟透过持续的宣传推广和教育活动给中国人带来了飞行的热情与勇气。

## 年轻孩子们的航空教育家

在香港不懂说英语的均不能飞行。为帮助这些人士，耀宗於是购入一架赛斯纳150训练机在中国珠海机场教授不懂说英语的人学习飞行。不幸的耀宗在一次珠海的飞行训练意外事件中去世，他的学生及众飞行员为他举办了隆重的丧礼，及为他打破语言的障碍，无私地帮助和教授不懂说英语的人学习飞行，作出崇高的致敬。

钱氏其他兄弟虽然热衷于飞行，但没有兴趣和耀昌一句实现那改变人们对航空的无知或错误观念的愿望，当耀宗的离开让他感到孤独的时候，推动航空教育的另外一扇机会之门打开了。

1967年初，香港童军总会推出一个“五年拓展计划”(Project E)。当时，一位热心的耶稣会教士简宁汉神父，于九龙华仁书院成立空童军团，教授飞行知识，成员只限该校学生参加。有兴趣的青少年只能望门兴叹，“空童军运动”未有甚进展。

有志之士，亦另谋发展，于1971年成立非童军的“香港航空青年团”让一般的青少年参加。

直至1972年，香港飞行员钱氏兄弟耀宗和耀昌破纪录越洋驾驶只有一百匹马力的小猎犬型小飞机自英国抵港，为传媒及《读者文摘》广泛报道，成为一时美谈。香港童军领袖马基先生阅报后赫然发现钱氏兄弟的耀昌是“英女皇荣誉童军”，是香港第一个考获飞行翼章的成员和童军九龙地域“领袖训练队”队员。遂委任钱耀昌先生为香港首位总监级空童军领袖，全力拓展“空童军运动”。这是一个耀昌实现其誓言推广航空教育及提供航空活动及设施给青少年的好机会，而耀昌深知航空教育最佳的起点是从青少年开始，故耀昌毅然答允。

耀昌将传统只限空童军的训练和活动开放给所有童军成员及全港愿加入童军行列的青少年。除定期举办航空训练班，教授飞行知识，大量培训空童军教练员和空童军领袖外，更设立空童军训练系统和空童军教练员架构，并促成地域和总部“空童军活动管理委员会”的设立，委员成员包括皇家香港辅助空军、皇家空军、香港航空青年团、香港的两间飞行会及香港各大航空公司，奠定“空童军运动”的基础，长远发展方向和航空界支援网络。而当时空军和香港的两间飞行会则为赞助空童军免费“体验飞行”的主要机构。

时至今日，37年来，耀昌建立的空童军训练系统、空童军教练员架构和航空界支援网络仍然行之有恒，而37年前参加钱氏主办的“空童军教练员训练班”的一群童军小伙子已成为现任的“童军总会空童军总监”和各级空童军领袖和教练员了。“空童军运动”亦由70年代最初的一个地域的一个空童军团拓展至香港、九龙、新界各区5个地域共18 旅空童军团，致力提供多元化的空童军航空活动。

2002 年钱耀昌先生从海外退休回港，除了重返香港飞行界继续飞行和加入“飞行教练”行列培训飞行员外，更极力推动“救救启德运动”为飞行界争取跑道和飞行场地(详情请参阅2008年10月《通航双月刊》)，提倡慈善飞行事工、社会服务和积极推广航空教育、促进和推广当地飞行运动和青少年的航空培育。其提案得到很多飞行员的



小猎犬飞机执行的另一项富有意义的任务  
- 为青少年提供航空教育服务  
The Beagle Pup is serving another honourable mission  
- Aviation Education for our young people



耀昌(前)与香港童军总会九龙第1661旅空童军团的领袖 Francis (front) and Leaders of The 1661st Kowloon Group of Air Scouts



香港童军总会九龙第1661旅空童军团部分成员 Leaders and some of the Air Scouts of The 1661st Kowloon Group of Air Scouts



Francis Chin opened Air Scouting to all adult and teenage Scout members and built up a solid foundation for the promotion and expansion of the Air Scout Movement. Apart from launching progressive training course series in Air Scouting at all levels, there was great emphasis in the training of Air Scout Leaders and Air Scout Instructors so that they can start Air Scouting on their own. Air Activity Boards and committees were set up at Headquarters and Regional levels to coordinate all Air Scout Activities and the distribution of aviation resources and flying opportunities in the territory. After training, instructors and adult leaders were able to conduct Air Scout activities and establish new Air Scout Groups. For example, the present Headquarters Air Activity Commissioner was a teenager attending Air Scout Instructor courses conducted by Francis Chin in the 1970s. As a result Air Scouting spread and flourished after 1972 as more and more new Air Scout units were established in Hong Kong.

Nowadays, for 37 years, most of the original Air Scout training courses set up by Francis Chin are still running annually. Notable courses are the Airman Instructor, Senior Airman Instructor and Master Airman Instructor Training Courses. Air Scouting in Hong Kong is well organized under the Programme Branch of The Scout Association of Hong Kong with 18 Air Scout Units in 5 Regions of Scout Groups in Hong Kong. All the Air Scout Units are coordinated by a Headquarters Air Activity Board attended by Air Scout Commissioners of the Scout Regions. The Headquarters Air Activity Board reports to the policy-making Headquarters Air Activity Committee composed of aviation professionals and chaired by Mr. Francis Chin.

In 2007 Air Scouting in Hong Kong made another milestone when the Hong Kong Aviation Club (HKAC) commissioned Mr. Francis Yiu Cheong CHIN, Q.S., J.P.(Aus), upon his return from overseas after retirement, to start an Air Scout Group under the sponsorship of HKAC. The new Air Scout Group officially registered with the Scout Association of Hong Kong as the 1661 Kowloon Group of Air Scouts, with Francis Chin as the Group Scout Leader. The 1661 Kowloon Group of Air Scouts is the first Air Scout Group in the Air Scouting History of Hong Kong and Greater China with its own Qualified Flying Instructor and direct access to aircraft and flying facilities as well as opening its Air Scout membership to all the residents of Hong

Kong from age 7 to 65.

On 20 July 2007 the Chief Scout Commissioner of Hong Kong, after hearing Mr. Francis Chin's return to Hong Kong, again appointed him to be the Chairman of the policy-making Air Activity Committee at Headquarters level to lead the operation and future development of the Air Scout Movement in Hong Kong. Under Francis Chin's chairmanship, recent development and progress included:- the resumption of experience flying for all Scouts and Leaders through the Scout Flyer Programme (assisted by the Government Flying Service and the Hong Kong Aviation Club (HKAC) and the Young Eagle Programme (conducted by the HKAC), the provision of Ground School Scholarship to leaders and air scouts, the establishment of the Flight Simulator Instructor Training Programme, the introduction of aircraft modelling and competitions, the proposed extension of air activities to all sections of Scouting from Grasshoppers (<age 7) to Rover Scouts (>age 18), the accreditation of air scout training by university courses, as well as the Fly Scout Fly Project aiming to providing venue and facilities for leaders and age appropriate Scout members to expand their wings.

As a qualified flying Instructor, Mr. Francis Chin has also offered to teach leaders and commissioners flying so as to help them to get the Scout Pilot's Wing and pilot's licence. It is envisaged that the Air Scouting Movement in Hong Kong will open a new chapter in the 21st Century when the Scouts in Hong Kong finding that the sky is no longer their limit.

### **As the Aviation Educator using the Air Cadet Method**

The Air Scout Movement was unable to proceed nor expand for some 10 years due to the system of closed school groups, in 1971 another aviation youth group enthusiasts went another direction and formed as the Hong Kong Air Cadet Corps (HKACC). Young people were able to join the Air Cadets instead of the Air Scouts. The press and media on "The Adventure of Echo Charlie" as well as the success of Francis Chin's management of the Air Scouting Movement also drew the attention of the Hong Kong Air Cadet Corps (HKACC).

In 1973, Mr. Ng King Sing, the Commandant of the Hong Kong Air Cadet Corps approached Francis Chin and invited him to join the HKACC as a direct entry officer (at that time all officers must be promoted from teen-age cadets). The HKACC was switching from the USA Civil Air Patrol system to the British Royal Air Force system. Mr. Ng was seeking Francis's help, experience and expertise to develop the whole system of training for both teenage cadets and adult officers.

Francis Chin accepted the appointment and served for 10 years as the Officer Commanding Training designing, writing, editing and consolidating the whole training system from basic cadet training to officer training ranging from general service training, Aviation Training, leadership training, outward bound training.

At that time the HKACC had no officer training system, so Francis designed an officer training system and scheme which he named the Officer Cadet Training Course (OCTC). He wrote up all the training syllabus and training material and conducted the 1st, 2nd, 3rd and 4th OCTC. Graduates of the OCTC would be commissioned as the officers of the HKACC. Francis also abolished the system of accepting only cadets within the Corps growing up to become officers. This is essential to draw expertise and professionals from all walks of life to give new blood and life to the organisation. Through the OCTC training, eligible people from all walks of life can join the HKACC.

In 2009 the OCTC had run its 38th course and all the succeeding Commanding Officers are graduates of the OCTC designed and





70年代耀昌(左胸佩飞行翼章者)任香港航空青年团训练总参赞时与幕僚 Francis (the one wears the flying Wing badge on left chest) in his Hong Kong Air Cadet Corps "Officer Commanding Training" days in the 1970s



耀昌与现役航空青年团士官在百年飞行纪念日团聚 Francis rendezvous with present HKACC officers on the Centenary of flying Day

认同。鉴于40年来空童军发展因飞行设施和资源所限，未能令青少年完全施展飞行抱负，于是在2007年争取到香港飞行总会的赞助，与飞行员甄志雄、邹永祥、李安辉、郑剑鸣、卢建新、吕君谦和其他十多位热爱飞行的人士向“香港童军总会”注册成立一新空童军旅：香港童军总会九龙第一六六一旅，由钱氏出任旅长，为香港及大中华区首个具备飞行设施和飞行教练之空童军旅团，成为钱耀昌先生贡献“空童军运动”的另一个里程碑。

2007年7月20日，香港童军总会“香港总监”得悉钱耀昌先生从海外退休回港，遂邀耀昌复出任童军总会总部“空童军活动管理委员会”主席，协办童军总会，继续发展“香港的空童军运动”。“航空活动委员会”为管理全港空童军活动之政策委员会。

在耀昌领导下，香港的空童军运动再突破37年来的框架。除再争取到“香港飞行总会”和“香港政府飞行服务队”的赞助，为青少年提供免费飞行体验外，更为童军领袖提供免费“飞行理论课程”学位。耀昌增办“飞行模拟器”训练班，大量培训“飞行模拟器”教练员，引进模型飞机训练及比赛。将航空活动课程，因年龄选材，让5岁至65岁成员均能参加航空活动。又与大学合作，认可童军总会的航空活动课程，颁授学分。向“香港总监”献策，进行“童军飞行计划”希能为香港市民青少年提供学习飞行机会。此外，耀昌又以“义务飞行教练”身份，教导各总监和领袖，让他们获颁飞行执照及飞行翼章。展望耀昌将带领“香港的空童军运动”迈进另一个新里程碑，香港的青少年将会发觉飞行及天空不再是他们的极限。

## 青少年们的航空教育家

1973年“香港航空青年团”总监吴景升看到报章和《读者文摘》钱氏兄弟耀宗和耀昌破纪录越洋驾驶只有一百匹马力的小猎犬型小飞机自英国抵港的故事及闻悉耀昌在空童军的贡献，于是诚邀耀昌加入“香港航空青年团”士官行列。当时“香港航空青年团”刚成立后便遇上人事变动，又决定由美空军制转为英空军制，青黄不接，百事待举，总监吴景升希望耀昌帮助建立和发展整个训练系统和课程，耀昌见其诚意可嘉，欣然答允了。

耀昌就任“训练总参赞”，按吴景升总监指示，参照英空军青少年航空团数据，检讨、审订、整合课程和教材，设计了整个完备的及适合香港青少年团员的训练系统，包括各青少年团员训练项目，如：一般军事训练、航空训练、领导才训练、野外训练，国际航空青年交换计划，奖励制度等。这套训练系统一直运行至今。

当时只有青少年学员的训练系统，还未有成人士官训练。于是耀昌设计了整个完备的课程和教材。耀昌将其命名为“士官训练课程”(Officer Cadet Training Course 耀昌简称为 OCTC)。耀昌亲任课程领导，推行首届之“士官训练课程”及检讨修订和将其完善化。学员毕业后便有足够知识和领导才带领青少年团员，实习合格后便可被委任为士官，分派至各纵队服务。

此外耀昌更取消了士官必须由少年团员升上去的制度，让社会上各成年的能人异士也可加入为士官，完成OCTC“士官训练课

程”，为“香港航空青年团”提供各方专才，新血和生命力。至2009年已成功举办了38届 OCTC “士官训练课程”了，培训了大量的能干士官，使“香港航空青年团”人才济济，成长壮大。自耀昌设立了OCTC“士官训练课程”后，历届的“香港航空青年团”总司令均是OCTC毕业生。

1983年耀昌被任命为“香港航空青年团”总司令。耀昌继续吴景升之努力，承先启后，完成申请及巩固了“香港航空青年团”。从一私人机构转为香港政府认许之非牟利慈善机构，可享受政府的财政资助和补贴，彻底解决了“香港航空青年团”多年来的财政问题。

自1971成立，10多年来，“香港航空青年团”总部东搬西迁，影响稳定和发展。耀昌与香港飞行总会商议，租用香港飞行总会之多余房舍，为“香港航空青年团”在启德机场建立了永久总部，使“香港航空青年团”能稳定和发展，由80年代的五小队不足200人稳定发展到2009年的一师、四旅、46营及超过6,000人，成为启德机场区最富裕的青年团体。而很多毕业或现役团员或士官，都已成为机师或航空专才，服务于各大航空公司或各私人或政府航空机构了。

“航空青年团和航空童军好像我的一对双胞胎。冥冥中我有幸能自少为他们的衣食住行、训练和教育奔走、张罗、计划及安排，使他们能自少打好稳固基础，茁壮成长，自立自主，成为航空界专才，促进我国通用航空事业的发展和航空教育的普及。很高兴能达成推动航空教育的愿望，让所有人及青少年都有机会接受航空教育和学习飞行而不受任何排斥和阻碍。更高兴能帮助青少年透过各种航空活动和社会服务，自强不息，学习德智体群美，成为对社会国家有贡献的良好公民。”耀昌说。

## 首创推广学校航空课程的航空教育先锋

耀昌自2003年发起救教启德运动后，虽然达到大部份之目标（详情请参阅2008年10月《通航双月刊》），但保留799米通航跑道的提案却未为港府接纳，公众对此亦漠不关心，对通航也不甚了解。这令耀昌理解到普及航空教育的重要性，于是耀昌发起了一个“提倡航空教育运动”。其中的一个方法是联络各学校，帮助学校设计及推行航空教育课程及帮助设立学校航空学会，负责举办航空教育，以课外活动形式进行。计划刚开始，但已受很多学校欢迎。著名学校如圣若瑟书院、荃湾官立中学、皇仁书院等都已成立了航空学会及推行航空教育活动。详情可参阅 [http://www.savekaitak123.netfirms.com/new\\_page\\_2.htm](http://www.savekaitak123.netfirms.com/new_page_2.htm)。

## 通过机师训练以推广航空教育

耀昌是一个热心的义务飞行教练，每个可飞行的日子都见到他在天空教导学生飞行。因耀昌深信机师训练是最直接有效的航空教育方法。过去数年，耀昌教导了200多名学生学习飞行，考取私人飞行执照。耀昌又希望能有机会帮助中国大陆各地设立飞行学校或飞行会，开展机师训练以促进中国的通用航空事业的推广和发展。

launched originally by Francis Chin 38 years ago.

In 1983 Francis was promoted as the Commanding Officer of the HKACC. Under his command Francis consolidated and confirmed the HKACC to become a voluntary agency and charitable organisation which is eligible for financial subvention by the Hong Kong Government. That solved the organisation's financial problem forever.

The HKACC had no permanent headquarters over the years and was migrating from place to place. Francis negotiated with the Hong Kong Aviation Club, rented and established the permanent Headquarters of the HKACC at its present site at the Hong Kong Aviation Club in the Kai Tak Airport.

After Francis solving the finance and accommodation problems the HKACC was able to grow steadily from a merely 4 flights of less than 200 members to the present strength of 4 Wings and 46 Squadrons or over 6,000 members. The HKACC is now the most wealthy organisation in the Kai Tak area. Nowadays one can find many of the airline pilots or officers and administrators in Cathay pacific, Dragonair, the Civil Aviation Department and the Government Flying Services are servicing or ex-cadets or ex-officers of the HKACC.

"The Air Cadets and the Air Scouts are my twin boys and I am happy and proud to be able to served in both these youth organisation and tried my best to develop and contribute and am happy to see their present day success especially happy to see that my dream of aviation education through youth training has come true. I am also glad that all these young people I faithfully served have grown up to be worthy contributing members of our society apart from experts or enthusiasts in aviation" Said Francis.

### **As the Aviation Educator using the School Extra-curricular Method – school aviation societies**

From 2003 Francis started the The Save Kai Tak Campaign (Please refer to China Civil Aviation Report /General Aviation Bimonthly October 2008 volume 1). Despite the campaign has accomplished much of its dreams for a better and greener development of Kai Tak for the people of Hong Kong, the greatest setback is the failure of the government to recognise the importance of AVIATION EDUCATION. The government refused to support AVIATION EDUCATION by the preservation of a little 799M short runway to provide for a training ground and a venue for flying training for the development of AVIATION EDUCATION in Hong Kong.

Francis has learned through the The Save Kai Tak Campaign exercise that a lot has to be done in educating the government and the general public about the importance of AVIATION EDUCATION for Hong Kong and China.

Francis is now continuing his effort to ask the government to allocate land in suitable places in Hong Kong for a short light aircraft runway for the development of Aviation Education for our young men and children and for youth organizations or fixed base operators such as the Air Scouts.

Therefore, Francis started The Promotion of Aviation Education Campaign so that the government and the general public can understand more about the importance of Aviation Education to Hong Kong and China and to support his quest for the allocation of land in suitable places in Hong Kong for a short light aircraft runway for the development of Aviation Education.

One of the means Francis uses is to educate young people at an early age by assisting all schools to set up Aviation Society (or Aviation Club) in their extra-curriculum to give aviation opportunity and exposure to our children. Francis and his followers would assist and advise the school aviation clubs in planning and conducting various aviation education activities.

Now many schools have responded and set up aviation societies at their schools. Notable schools have already set up aviation society to enrich their curriculum are the Tsuen Wan Government Secondary

School, St. Joseph College, Queen's College etc.

Full details are available at [http://www.savekaitak123.netfirms.com/new\\_page\\_2.htm](http://www.savekaitak123.netfirms.com/new_page_2.htm)

### **As the Aviation Educator using the Pilot Training Method to promote GA**

Francis Chin has been a keen honorary Qualified Flying Instructor serving the Hong Kong Aviation Club and teaching student pilots on all flying days for many years. Francis believes one of the best method to promote GA is through pilot training. For the past 3 years he has taught over 200 students pilots working towards their Private Pilot's Licence through practical flying, flight simulator training as well as aviation ground schools.

Francis also hopes to help to promote and assist the setting up of flying schools and pilot training systems in China as GA is gradually opened and when the opportunity arises.

### **Other GA endeavour by Francis Chin**

1. Quest for GA flying venue for Hong Kong – Francis is actively assisting flying clubs and youth organisations in Hong Kong. He had oversaw the Wilson Report and identified potential areas in Hong Kong suitable for the building of GA runway for pilot training and GA operation.

2. Quest for seaplane flying in HK – Francis is actively supporting potential fixed based operators to re-introduce seaplane flying in Hong Kong such as the FBO Waterfront Air which is presently actively negotiating with the Hong Kong Government and the Guang Dong Government. This story would merit another article in later issues of our China Civil Aviation Report.

3. Quest for cooperation and unity for GA – The Federation of Aviators and Aviation Enthusiasts

During an email aviation chatter Francis and aviators in Hong Kong and overseas came up with the idea and dream of rounding up all Aviators and setting up a meeting point and fellowship for all aviators to share their flying adventures and experience as well as providing mutual assistance to each others when flying overseas. The idea is well received and the International Federation Of Aviators was formed on 1 April 2006 to realise the dream.

The following are the founding members (in alphabetical order of their surnames):

Sqn. Ldr. Francis Yiu Cheong CHIN, Q.S., J.P., HKACC(Retd) (Hong Kong)

Wg. Cdr. SK GUPTA, VM, Indian Air Force(Retd) (India)

Kee Bee KHOO (Canada)

Dave Law ( Canada)

Peter More (USA)

David Tang (UK)

Tony Yeung ( Glasgow UK)

Joining is completely free of charge. There is no binding rigid rules and all fellow aviators are simply following the general principles of good Airmanship.

All nationality and ethnic groups are welcome to join as full Fellow of the IFOAE. IFOAE has no boundary and all are equally welcome regardless of race, class, country, wealth or creed. Student Pilots are most welcome.

The IFOAE members have since been helping each other world-wide on all aspects of aviation including mutual assistance on travelling and flying in each others country.

Full details, events and activities can be found in the federations web site at <http://ifoae.org/> or <http://ifoca.netfirms.com/>



# 豪客比奇公布2008年销售业绩

## 任命新公司总裁及北亚地区销售总监

### Hawker Beechcraft Reports Full Year 2008 Financial Results

And Announces New Chairman and new Sales Director of North Asia



豪客比奇公司日前公布了2008年飞机交付情况和公司财务报告：

2008年，公司共交付441架公务和通航飞机，其中包括160架公务喷气机、178架涡桨机和103架活塞式飞机。另外还有36架T-6教练机。

2008年公司净销售额为35亿美元，运行收入1,350万美元。2008年公司净订货额48亿美元，到年底订货簿价值为76亿美元。

豪客比奇公司亚太、中东及非洲区销售副总裁Dan Keady先生说：“2008年，我们的国际业务持续发展旺盛，已经超过了在美国的本土业务。我们拥有了更广泛的客户群，并寻求到更多样化的合作方式，这使得我们总的销售业绩非常令人满意。豪客比奇在2008年推出了许多新产品，如首相II号、豪客450XP和空中国王350i。市场对这些新飞机的反馈非常积极。另外，豪客的旗舰机型豪客4000取得了最终的型号合格证并进入全线生产，这是豪客系列飞机的一大里程碑。”

2009年2月，新的北亚地区销售总监刘志强（Matthew Liu）先生正式派驻北京。Matthew曾在波音商用飞机公司工作，随后在豪客比奇公司的前身雷神飞机公司任职亚洲市场经理，为豪客比奇产品在亚太、特别是中国市场的推广和销售提供支持，对产品和亚洲市场都有非常深刻的了解。

刘自强先生说：“我们在2009年有了一个非常好的开始。首相IA号3月在深圳、成都、和西安的路演获得了极大成功和很好的反馈。4月中旬，我们又把世界上最先进的超中型公务机、获得2008《罗博报告》‘极品之选’殊荣的豪客4000带到中国，在北京、大连、上海、福州进行了精彩的飞行表演。

我非常高兴能够成为当今充满挑战但令人兴奋的时刻的一个份子。我希望与我的同事和业界的同仁们一道努力，使2009年成为通用航空硕果累累的一年。”

2009年3月23日，豪客比奇公司宣布了其新任总裁兼首席执行官 W.W. (Bill) Boisture Jr. Boisture先生原来是业界领先的公务包机公司Netjets和公务机制造商湾流宇航公司的总裁，拥有30多年的公务航空从业经验。他将为豪客比奇注入丰富的业界经验并领导豪客比奇迈入更加丰盛的2009年。

Hawker Beechcraft Corporation reported net sales of \$3.5 billion and operating income of \$135.5 million for the 12 months ending Dec. 31, 2008. The net order

During 2008, the Company delivered 441 business and general aviation aircraft, consisting of 160 business jet, 178 turboprop and 103 piston aircraft.

“2008 is proved to be quite a good year for Hawker Beechcraft. Our international business continues to be very strong, out pacing our domestic business in the US. We are finding different approaches to doing business and a broader customer base which is allowing our overall sales to remain quite buoyant. HBC has introduced several new products this year including the Premier II, Hawker 450 and the King Air 350i. We have had a very positive reception to all of these aircraft. In addition we received final Type Certification for the Hawker 4000 and are into full production deliveries.” said Dan Keady, Division Vice President, Sales of Asia/Pacific, and Middle East & Africa.

In Feb 2009, Matthew Liu, the new Sales Director of North Asia was appointed and sent to Beijing, China. He replaced Jason Liao. Matthew has the experience of working at Boeing Commercial Company, and worked for Raytheon Aircraft Company (pre HBC) for a period of 8 years as the Asian market development manager, supporting the marketing and sales of HBC products in Asia Pacific, especially China.

“We had a great start in 2009. The Premier IA demos in Shenzhen, Chengdu, and Xi'an in March were successful and generated tremendous interests. In April, we had demos of Robb Report's “Best of the Best” honors the World's Most Advanced Business Jet: The Hawker 4000 in Beijing, Dalian, Shanghai and Chendu. I am glad to be a part of this exciting and challenge time. I look forward to working with my colleagues and friends and making 2009 a great year for general aviation.” Said Matthew Liu.


On 23rd of March, Hawker Beechcraft Announced new Chairman and CEO W.W. (Bill) Boisture Jr. Mr Boisture Jr. is the former president of industry-leading companies NetJets and Gulfstream Aerospace Corporation and he will bring more than 30 years of aviation experience to HBC.





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Beechcraft

# 世界级公务机 专为全新商务世界打造



集四十载春秋的历练，撑全球飞机制造的一片天空，巴西航空工业公司以恒心成就行业翘楚，以诚心满足沟通渴望。

采用先进技术的喷气公务机系列涵盖从超轻型到超大型共六款产品，为您提供卓越的安全性和可靠性，同级别中最大的客舱空间和全新定义的豪华内饰；既适合您悠闲的私人旅行，又能满足您对高效商务飞行的需求。

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## CESSNA 510 CITATION MUSTANG

2009年3月3日,Cessna 510 奖状野马轻型双发喷气飞机获得了中国民航局颁发的型号认可证书 (VTC No.VTC0222A)。这证明了赛斯纳奖状野马公务机可以正式进口到中国, 中国用户选用的奖状野马飞机可以在中国注册并运营。奖状野马是赛斯纳飞机公司奖状系列喷气公务机中的新成员, 属于超轻型喷气飞机, 最大重量仅3,959kg, 装备2台PW615F带双通道FADEC控制的发动机, 3块大屏幕液晶屏显示的Garmin 1000综合航电仪表系统, 拥有适合全球飞行的多种导航、通信设备, 飞行与操纵性能同现代大型喷气运输机。2006年9月奖状野马获得FAA型号合格证, 到08年11月已经交付超过130架, 在50多个国家获得了型号认可。

拥有喷气飞机的性能、比涡桨飞机还低的成本, 让奖状野马成为航线飞行员培训用高性能多发飞机 (简称“高教机”) 的最佳选择, 在飞行性能和操纵特性上更接近现代喷气运输机。亚洲一家主要的航空公司已经选定奖状野马作为高性能多发训练飞机。

高性能、低成本的奖状野马, 不仅可作为飞行培训院校的高教机, 运输航空公司也可以选用它作为训练起飞和降落的飞机, 兼营短途 (1500km左右) 公务包机 (空中Taxi) 业务。

On March, 3, 2009, Cessna 510 Citation Mustang light multi-engine jet got VTC No.VTC0222A issued by CAAC. It proves that Cessna Citation Mustang commuter can be imported to China officially and Citation Mustang chose by customers in China can be registered and operated in China. Citation Mustang is the new member of Citation Very Light Jet made by Cessna. It is extra light jet airplane with the maximum weight of only 3959kg, two PW615F engines controlled by dual channel FADEC, 3 wide LCD screen Garmin 1000 integrated avionics and various navigation and communication systems which are suitable for flying around the world. Its flight and operation performances are the same to that in the big jet airliners. By November,2008,there were over 130 Citation Mustangs delivered since it got FAA type certificate in Sep, 2006. And Citation Mustang got the type certificates in over 50 countries.

Citation Mustang becomes the best choice for multi-engine advanced trainer for line pilots training with its jet performance and lower cost than turboprop airplanes. Its flight and operation performances are close to that in the modern jet airliners. One of the big airlines in Asia chose Citation Mustang as their multi-engine advanced trainer.

Citation Mustang with its high performance and low cost can not only be used as the advanced trainer for flight academy but also can be used by airlines to train their pilots how to take off and land and for short range flight (around 1500km) and business charter flight (air taxi).

Aviation Supplies (HK) Ltd. is the authorized sales agent of Cessna Aircraft Company, contact: alfredlau. aviationsupplies@gmail.com.

# 飞龙成立国内CCAR91部 资质最全的飞行培训部

## Flying Dragon sets up CCAR91's flight training department

日前中国飞龙专业航空公司飞行训练部获得飞行员培训资质后首批招生了第一批6名学员。飞行教学依托哈飞主机场，有着良好且安全的场务保障设施和机务服务设施，可降低培训成本。

当前，飞行员短缺已经成为制约我国民用飞行器销售、通用航空发展的重要因素之一。我国每年需新增飞行员1000人左右，按照民航局“十一五”计划，5年间需要补充9100名飞行员，而我国现有的飞行员培训能力无法满足要求。飞行员短缺已成为制约通航公司发展的瓶颈。当前，中国民航局正在制定低空开放试点方案，也必将引发一轮“飞天潮”，这势必造成飞行员更大的缺口。作为中国民航最大的通航公司，飞龙公司飞行训练部在此时此刻正式运营，一方面可为本公司可持续发展储备通航飞行人才，也将为其在通航公司及中国通航事业的发展壮大奠定坚实的基础。

中国飞龙专业航空公司飞行训练部成立于2006年3月，经过近3年的努力，目前成为国内取得CCAR-91部资质最全的公司。可从事私人飞机和商用飞机驾照的培训。分别有地面课程主任教员3名、飞机教员8名、直升机教员3名，拥有Y12、Z9、AS350、B2等型机及适合学员训练的塞斯纳172型和钻石DA42、B2B型等型机。

China Flying Dragon Special Aviation Company's flight training department ushered in its first six participants for pilot training, the company's first batch of trainees since qualification.

Flight lessons will be conducted at Hafei's main airport, whose good safety maintenance facilities and services can help to reduce training costs.

Currently, the shortage of pilots has put a damper on sales of civilian aircraft and general aviation development

China needs about 1,000 new pilots each year and in accordance with the Civil Aviation Administration of China's "Eleventh Five-Year Plan" as many as 9,100 pilots will be needed as replacements over the next five years. That's a need that our existing pilot training capacity can hardly meet.

The pilot shortage has placed a bottleneck in the development of aviation companies.

At present, the CAAC is opening up the development of low-level pilot programs. This will lead to a "flying boom," which is bound to exacerbate the pilot shortage.

Flying Dragon Aviation Company's training department was established in March of 2006, and after 3 years of training pilots, it is now the most complete CCAR91 training provider. They can perform both personal and commercial aviation pilot training. The training department is staffed with three master instructors, two flight instructors, and three helicopter instructors. The training program is equipped with aircraft such as the Y12, Z9, AS350, Cessna 172, Diamond DA42, and B2B model.

## 2009年2月份华东地区 通用航空活动统计情况

### February 2009 flight statistics for eastern region

2009年2月份华东地区各通用航空单位共飞行367架次/211.32小时，其中工业作业飞行21架次/80.97小时，农业作业飞行74架次/25.06小时，训练飞行270架次/103.49小时，其他飞行2架次/1.8小时。

During February of 2009, flight hours in the eastern region totaled 211.32 hours for 367 flights. Of those flights, industries accounted for 80.97 hours for 21 flights, agriculture 25.06 hours for 74 flights and training 103.49 hours for 270 flights.





## 西航总站首次调集三架大型直升机扑救森林火灾

### West Air Terminal mobilize 3 helicopters to fight forest fires

3月18日，为了尽早扑灭发生在四川省冕宁县里庄乡的森林火灾，最大限度地减少森林资源损失，根据国家森林防火指挥部办公室指示，西南航空护林总站紧急将大理基地M-26直升机和丽江航空护林站K-32直升机调往四川省西昌市青山机场，会同西昌航空护林站的K-32直升机，三架大型直升机联合对该火场实施了机群灭火作业，为火场最终扑灭发挥了重要作用。

由于火灾发生在雅砻江高山峡谷地带，干热干旱，山势陡峭，气象和地形条件极为不利，人工扑救十分困难。为了确保机群灭火安全、高效、顺利地实施，西南航空护林总站党委书记、总站站长郝佩和决定，在已派出赴火场工作组的基础上，于19日又派出由史永林副总站长带队的工作组从昆明赶往四川西昌市地面指挥飞机扑救。工作组到达后，立即召集西昌站、丽江站和大理基地以及M-26、K-32机组商讨，制定了机群灭火方案，成立了航空灭火指挥部，并对全体参战人员提出了明确要求。

三架大型直升机按照预定方案，在以史永林副总站长为首的航空灭火指挥部的统一调度指挥下，克服山高坡陡、地形复杂、气流紊乱等困难，充分发扬火场精神和抗震救灾精神，连续数日对火场实施了机群吊桶灭火，在地面人员的紧密配合下，于22日将火场全部扑灭。据初步统计，在扑救冕宁县里庄乡森林火灾中，三架大型直升机共飞行32架次75小时11分，空中洒水216桶约765吨，对火场完全控制和全部扑灭发挥了关键作用，充分体现了森林航空消防的尖兵作用和不可替代优势。此次成功调集三架大型直升机在海拔2900米以上的高山峡谷林区实施机群吊桶灭火，这在西南林区乃至全国尚属首次

On March 18th, in order to fight the forest fires and minimize loss of timber resources in Sichuan's Mianning Township, three helicopters were dispatched from various country airbases under the instructions of the national forest fire prevention headquarters.

The three large helicopters formed a joint fleet of fire-fighting operations and played an important role in extinguishing the fires.

The fire broke out in the steep mountain terrain, due to the hot and arid weather conditions. These unfavorable conditions made it very difficult to fight the fire traditionally.

In order to ensure the smooth and efficient implementation, as well as the safety of the fire-fighting aircraft, Airborne Fire Prevention officials dispatched firefighters from Kuming to Sichuan's Xichang the next day to provide ground support in fighting the blaze.

After the arrival of the support staff, all firefighters from the base stations in Xichang, Lijiang and Dali convened immediately to discuss on how to develop a set of fire-fighting programs, set up the aviation fire-fighting command post, and how to convey clear instructions to all fire combatants.

Under the command of Deputy Director Shi Yonglin, the three large-scale helicopters were deployed to overcome the complex terrain of high mountains and steep cliff faces, as well as turbulence. Working in concert with personnel on the ground, they put out all the flames on March 22nd.

According to preliminary statistics, in fighting Mianning fires, three large helicopters flew 32 sorties for a total of 75 hours and air-sprayed about 216 barrels, or 765 tons, of water in order to gain complete control of the fire scene. This fully reflected the vanguard role of aviation and the irreplaceable advantages in the successful completion of the national office's mission in forest fire prevention.

The successful mobilization of the large-scale helicopters at an altitude of more than 2900 meters above the high mountain valley is an invaluable experience in fire combat for the southwest forest region.

## 黑龙江垦区农业现代化

### Heilongjiang's agricultural zone to become modernized

黑龙江垦区利用波兰政府贷款从波兰引进了15架M18B型农用飞机，使全垦区的农田作业飞机达到50架。今年黑龙江垦区计划再投资10亿元，加快农机现代化建设步伐，其中争取国家农机购置补贴资金2亿元，飞机航化作业面积超过1200万亩

Using a loan from the Polish government, authorities from Heilongjiang's agricultural zone will purchase 15 M18B aircraft to help expand their fleet to a total of 50 aircraft. Also, the authorities of the agricultural zone plans to invest another 1 billion yuan, tapping into a 200 million yuan subsidy from the central government, to modernize the fleet and expand the aviation service area to 120,000 mu which is equivalent to 19,800 acres.

# 中国民航首家直升机大修公司 在津正式投入运营

## First chopper maintenance company begins operations in Tianjin

天津翔宇航空维修工程有限公司（简称TAMECO）于4月9日，在天津滨海国际机场举行了隆重的新基地落成暨颁证典礼，标志着中国民航首家直升机大修公司正式投入运营。

目前，TAMECO主要从事直升机、通用飞机和公务机的大修和定检工作，以及各种飞机机载设备，附件设备，海上救生设备校检、修理和飞机加装，改装等航空工程业务。公司现有员工120多人。

TAMECO成立于1999年，位于天津滨海国际机场内，其硬件设施、技术储备、维修能力等目前都处于国内同行业领先水平。2008年10月，公司总投入2亿多元、建筑面积8800平方米的现代化维修厂房投入使用，并完成了通用直升机整机大修能力建设，取得民航适航许可证，使公司具备了批量修理通用飞机、直升机的大修能力。

On April 9th, the Tianjin Xiangyu Aviation Maintenance Engineering Company Limited (TAMECO) held a ceremony at the Tianjin Binhai International Airport commissioning their new facility and receiving their license from the CAAC. This marks the beginnings of the first helicopter overhaul that the General Administration of the Civil Aviation of China officially put into operation.

Founded in 1999, TAMECO, which is located in Tianjin Binhai International Airport. Domestically, TAMECO is the industry leader in its hardware facilities, technical reserves, and maintenance capabilities.

In October of 2008, the company invested more than 200 million yuan for the construction of the 8800 square meter, modern maintenance facility. With the new facility, they are the first to be able to perform complete helicopter overhaul work that is licensed by the CAAC.

# 石家庄通用航空产业基地3月26日奠基

## Shijiazhuang's general aviation industry held a groundbreaking ceremony on March 26

石家庄通用航空产业基地暨中航工业石飞公司新区于3月26日在石家庄奠基开工建设。中航工业领导徐占斌、汤建国，河北省领导孙瑞彬等参加奠基仪式。

石家庄通用航空产业基地建成后可实现年产300架以上各类中小型通用飞机，将成为中航通用飞机公司集通用飞机制造、通用航空运营、通用航空服务三位一体的华北综合基地。

奠基仪式后，中航通用飞机公司总经理谭卫东与石家庄副市长刘明轩共同签署了石家庄市人民政府与中航通用飞机有限公司关于发展通用航空产业的战略合作协议。

汤建国在签字仪式上表示，希望中航通用飞机公司成为中航工业融入地方经济发展的标杆。中航通用飞机公司利用航空工业所具有的技术、管理、资金优势，积极发挥石飞公司作为石家庄装备制造骨干企业的作用，参与地方经济发展。

On March 26th, Shijiazhuang General Aviation Industrial Base, China Aviation Industry Company, and Shijiazhuang Aircraft Company (a subsidiary of China Aviation Industry Company), held a groundbreaking ceremony.

Xu Zhanbin and Tang Jianguo from the China Aviation Industry Company, and Sun Ruibin of Hebei province presented the ceremony. This GA base, after its completion, can manufacture 300 units of General Aviation aircraft annually. Besides manufacturing, the base will also provide operation and integrated services to serve General Aviation in the North China area.

After the ceremony, the Zhonghang General Aviation Company's General Manager, Tang Weidong, and Deputy Mayor of Shijiazhuang, Liu Mingxuan signed a strategic co-operation document between the two parties. Tang stated, "I wish the Zhonghang General Aviation Company could merge into the local economic development, and bring in technology and management to help the development of the local economy."

# 飞院三星夏延B-3625河北空中“降水”作业

## Sanxing performs Hebei "precipitation" operations

3月18日13时20分，飞院三星通用航空公司夏延B-3625号飞机，经过3个小时的空中飞行，安全顺利飞抵河北民航石家庄机场，执行2009年春季河北省飞机人工增雨作业任务。夏延B-3625号飞机，装载有先进的云降水探测仪器PMS新型作业设备。

目前，正值河北省春耕播种的关键时期。由于去冬以来降水偏少，全省大部地区降水量不足，小麦主产区的中南部地区旱情较重。为确保春耕农业生产，有效补给地下水的不足，经河北省人民政府批准，河北省今年春季将先后使用民航和空军飞机在全省范围内适时开展大规模的人工增雨作业，预计作业时间将持续到5月30日。

On March 18th, the Sanxing General Aviation Company's Cheyenne B3625 aircraft flew for 3 hours and safely landed at the Hebei Shijiazhuang Airport to carry out the 2009 spring man-made rain making operation for Hebei province. This aircraft was equipped with advanced precipitation probing equipment for the rain making operation.

At the present moment, Hebei province is at critical seeding season for agriculture. Due to the shortage of rain from last winter, the drought is serious for the major wheat growing area. In order to help the situation, and with approval from the Hebei provincial government, this year both civilian and military aircraft will be utilized for the rain making operation, and the operation is expected to last until May 30th.



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# 沪上首家公务航空5月或将投运

## Shanghai's first executive jet operator begins in May

近日，民航华东管理局接受了上海金鹿公务航空有限公司运行合格审定的申请。一旦获批，该公司便将成为上海首家公务机独立运营机构。该公司负责人透露，今年5月末“空中的士”租赁业务有望展开。

目前，上海金鹿的租赁报价未公布，但据称应与金鹿航空在北京的公务机租赁价格差不多。金鹿航空表示，如果在本月下旬租赁一架可容纳10人的公务机，执行从上海至广州的飞行任务，则需要支付单程约18万元。一位民航业内人士透露，国内公务机包机每小时收费2.5万元~4.5万元。

目前，国内公务机运营商只有海南金鹿航空、国航公务机公司、上海航空公司、山东彩虹航空4家。数据显示，近年来，上海浦东机场和虹桥机场公务机的起降量年均增幅超过15%。上航的公务机租赁业务国内客户占60%，其中浙商占22%。

The Eastern bureau of the Civil Aviation Administration of China has recently accepted Deer Jet Co. Ltd's application for certification in Shanghai. Once approved, the company will become the first independent operator of executive jets in Shanghai and expects to begin leasing "air taxis" come May.

As of now, the company has yet to publish the rental rates for executive jet leasing in Shanghai, but they are believed to match rates with those charged by the company in Beijing.

For instance, to charter a Deer Air jet that seats 10 for the latter part of this month from Shanghai to Guangzhou will cost 180,000 yuan to travel one way. According to an industry source, chartering a domestic executive jet is going at between 25,000 to 45,000 yuan per hour.

At present, there are only four business jet operators serving the domestic market: Hainan Deer Air, Air China, Shanghai Airlines and Shandong Rainbow Aviation.

Data shows that in recent years, the volume of executive jets in Shanghai's Pudong Airport and Hongqiao Airport has averaged an annual increase of more than 15 percent. About 60 percent of the clientele are domestic, of which those from Zhejiang account for 22 percent.

# 民航局法规司召开 2009年通用航空工作座谈会

## CAAC held 2009 General Aviation work meeting

民航局政策法规司于2月24-25日在广西组织召开了2009年通用航空工作座谈会。民航各地区管理局通用航空主管部门领导及行业管理人员参加会议。政策法规司史博利副司长到会并讲话。民航中南地区管理局秦喜生副局长出席会议。

史博利副司长表示：政策法规司把2009年确定为“通用航空改革发展年”，以《民航局关于促进通用航空改革发展的指导意见》为总抓手，以试点工作为立足点，以试点促改革、以改革促发展，着力改善通用航空发展环境，提高通用航空综合服务能力。并且要求2009年要重点做好以下方面的工作：一是加强通用航空行业管理工作的组织保障，理顺管理体系，明确责任分工。二是抓紧出台民航局的指导意见，以此为契机，集中力量解决制约通用航空发展的关键问题。三是推进通用航空政策试点工作，制定配套的政策措施，以点促面，择机推向全国。四是加强制度体系建设，完善相关的法规、规章及标准体系。五是确立民航局、管理局以及监管办间的工作协调机制，建立相关信息报送制度，加强通用航空专项调研工作。

The CAAC Policy and Regulations Department held a 2009 General Aviation workings meeting on February 24th-25th in Guangxi. Aviation supervisors and representatives from all regional operations attended the meeting. Deputy Director General, Shi Boli, gave the speech, and CAAC South Central Administration's Deputy Director General, Qin Xiseng, attended the meeting. Shi stated, "2009 is the reform and development year for General Aviation. Based on the governments documents on recommendation of general aviation reform and development, to build this industry we need to do the following; first, we must strengthen the organization and management system of accountability on general aviation. Second, we must introduce to the CAAC the final recommendations on General Aviation. Third, we must promote the experimental testbed to produce and establish proper regulations and laws. Fourth, we must complete the regulations on standards. Fifth, we must clarify job descriptions and collaboration between all levels of agencies."

# 上海启用警用直升机参与应对清明扫墓高峰

## Shanghai Police use helicopters to direct Ching Ming grave-sweeping traffic

3月末，随着清明节的即将来临，上海市清明祭扫人流、车流骤增，通往墓区的各主要道路交通流量逐渐增大，给交通安全管理带来巨大压力。今年上海警方推出应对新举措，启用警用直升机参与空中巡逻和交通指挥。

据悉，为适应上海特大型城市管理和社会管理的需要，提高政府保障公共安全和处置突发事件的能力，上海市公安局2008年新组建了一支警务航空队。目前，警务航空队拥有3架警用直升机，飞行员分别来自空军、陆军和其他各部队，曾经执行过抢险救灾、军事演习和其他空中运输等各种重要的任务，具有丰富的直升机驾驶经验。

With the coming of the Ching Ming Festival, the influx of grave-sweepers in Shanghai surged, leading to an increase of traffic on the main roads connecting the cemeteries and bringing an enormous amount of pressure to traffic safety management.

This year, Shanghai police launched new measures by using police helicopters to help patrol and control traffic.

From April 4th to 6th, during the peak of the Ching Ming grave-sweeping, Shanghai police continued to send helicopters to participate in road traffic management and coordinated with the situation on the ground to ensure smooth and orderly travel for the masses.

last year the Shanghai Public Security Bureau formed an air patrol platoon in order to meet the need to effectively manage crowds and enhance its ability to handle emergencies.

At present, the platoon commands three police helicopters, with pilots drawn from the air force, the Army and other agencies with a wealth of experience in emergency rescue, disaster relief, military exercises and other air transport missions.



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