China Civil Aviation Report
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通航双月刊
GA Bimonthly

2009年 7月/8月 第4期

陈玮完成了奥什科什的飞行
Wei Chen flew to Oshkosh

想快速进入飞机制造业并拥有自己的知识产权

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通航新闻

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2009 奥什科什飞行历险

2009 Oshkosh Flying Venture

作者：陈玮 Written by: Wei Chen

我热爱飞行，并享受飞行带来的自由和方便。当15000架飞机和10万飞行员为每年一次的世界上最大的航空庆祝活动聚在一起时，我的激情已经成为我从来没有经历过的冒险活动。奥什科什，一个所有飞行员众所周知的城市，载着在通用航空领域里最令人兴奋的一周。当每一分钟都有一架飞机降落的时候，奥什科什机场的起飞和降落的挑战和风险让一些最有经验的飞行员望而却步。一名有着两万小时飞行经验的飞行员甚至告诉我，他将不会独自飞往奥什科什。我的朋友和我在2009年7月安全的飞到奥什科什，顺利地降落和起飞，这些都来自于我们做了大量可靠和详细的准备工作。一生中，我们会冒很多风险，但唯一不值得去冒的风险是你不理解和不能驾驭的风险！飞行中也是一样！

准备工作

我是在飞机业主与飞行员协会(AOPA)网站上接受安全培训课程的时候，才知道世界上最大的航空庆祝活动（Air Venture）将于两周后在奥什科什举行。当我向我的飞行员朋友们提及“奥什科什”之时，他们都极其兴奋地同我分享他们的过往经历。 每个飞行员都认为这是一个人生中最难忘的经历，也被所有通用航空飞行员们列入了“必做”的清单中。

当我决定亲自驾驶自己的飞机前往时，我需要为此寻找

I have a passion for flying that is driven by the freedom and convenience it creates. When 15,000 airplanes and 100,000 pilots get together once a year for the world’s greatest aviation celebration, this passion becomes a venture I have never experienced before. Oshkosh, a well-known city to all pilots, carries the most exciting week in general aviation. When there is an airplane landing each minute, the challenges and risks to fly in and land at the Oshkosh airport have scared some of the most experienced pilots. One pilot Mr. Les Johnson with over 20,000 hours told me that even he will not fly to Oshkosh without a co-pilot. Well, my friend and I flew to Oshkosh in July 2009, landed and departed safely and smoothly with a sound and detailed preparation. In life, we take a lot of risks, but the only risk not worthwhile to take is the risk you don’t understand and don’t manage with the great care! So is flying!

Preparation

I first got to know Oshkosh Air Venture just two weeks before the event when I was on the AOPA website for safety training lessons. When I mentioned the name “OSHKOSH” to my pilot friends, everyone was so excited about sharing their experiences with me. Everyone concluded that it is an once-in-a-lifetime experience and a “Must Do” list for pilots in general aviation. I certainly could not miss this opportunity!

When I decided to fly my plane there, I needed to find a co-pilot for this trip. Flying to Oshkosh by myself was out of the question due to the risks

一位副驾驶。鉴于飞行的风险与挑战，独自飞往奥什科什基本上就是不可能完成的任务。当我向Rob Williams先生提及此次飞行，他立即表示有兴趣与我同行。他具备1000小时以上飞行时间，并拥有一架Piper Seneca IV飞机，多年以来就一直对此活动有所耳闻，并且也一直希望有机会能够前往。我的提议正好符合他的心意！

我们都知道飞往奥什科什面临着许多风险和挑战，这使得我们需要尽可能地寻求各种帮助。我给一位退役的飞行员Les Johnson先生致电，并向他征询建议。Les曾经是位飞虎队员，还是联邦快递(FedEx)公司的退休飞行员，拥有超过了20,000小时的飞行时间。（他自行组装了一架特技飞机 F-1 rocket，并且将之命名为“飞虎”，如图所示。）2009年4月，他飞到了佛罗里达州参加“Sun n’ Fun”活动，一个类似于奥什科什的活动，但规模却小很多。因此，他能够分享许多经验，包括可能会出现的情况，以及如何处理那些不可预知的问题。

Rob，Les和我聚集在会议室里为此次旅程精心地准备。我们打印出奥什科什航行通告(NOTAM)，并详细阅读了每条说明。其中提及的两种着陆的飞行速度，分别为130海里/小时或90海里/小时。我们讨论了每种着陆速度的优缺点，并决定采用90海里/小时的速度。我

and challenges. When I mentioned this trip to Mr. Rob Williams, a pilot with over 1000 hours and an owner of Piper Seneca IV, he immediately expressed his interest to fly there together. He had heard about this event for many years and had always wanted to go. I called him at the perfect time!

We all knew the risks and challenges of flying to Oshkosh and needed to get all the help we could. I called Mr. Les Johnson, a pilot veteran, for his advice. Les is a former Flying Tiger and a retired pilot from FedEx who has over 20,000 hours of flying time. (He assembled his own acrobatic airplane the F-1 rocket and named it after Flying Tiger.) In April 2009, he flew to the “Sun n’ Fun” event in Florida, a similar air venture event but on a much smaller scale so he could share a lot of experiences on what to expect and how to handle the unexpected.

Rob, Les, and I got together in my conference room and prepared the trip in great detail. We printed out the Oshkosh NOTAM and went through each instruction carefully. There were two kinds of VFR approach speeds, 130 knots versus 90 knots. We discussed the pros and cons on each approach speed and decided to use the 90-knot approach speed. We discussed different weather conditions and decided what to do in IMC conditions versus VMC conditions. Rob went home and flew this route on his simulator four times and got familiar with the landmarks around the airport. He also found a few videos on YouTube.com showing other pilots’ actual previous flights to Oshkosh. We were amazed at how they arranged all the airplanes to land on the same runway spaced fewer than 45 seconds apart landing on different color marks. Also, there were no verbal communications from the pilot to the controllers. The pilots are only to listen to their instructions, rock their wings in acknowledgement and do what the controller tell them to do. (As so many airplanes are landing at the same time, they don’t have time to communicate.) Three days before the departure, we met again and went through everything one more time. All these preparations built a great confidence in us.

们讨论了不同气象条件，并决定在仪表气象条件(IMC)和非目视气象条件(VMC)不同的操作从序。Rob回到家中，在他的飞行模拟器上模拟飞行了四次，以此熟悉机场周边的地标性建筑。他还在Youtube.com上找到了几段视频，展现了其他飞行员以往飞往奥什科什的真实情况。我惊讶地看到了如何在不到45秒时间内，让几架飞机同时降落在同一跑道上的不同颜色标注的位置上。另外，他们没有任何飞行员与管制员之间的语音沟通。飞行员们仅凭聆听指令，挥动机翼表示听到了管制员的指令，并且按照管制员的指令行事。（因为有众多飞机几乎同时到达，他们根本没时间通话。）在起飞前三天，我们再次碰面，并再次将所有事情演练了一遍。这些准备工作建立了我们强烈的自信心。

由于没有提前安排，我们无法在奥什科什周围找到任何酒店落脚，所有酒店早在一年前已预售一空。于是Rob和我决定在户外露营，这使得我们有更多时间参观此次活动。我俩都有十年没有露营过了，接下来我们就着手准备露营所需的一应用品：帐篷、睡袋、食物、水、手电等等。

飞往奥什科什

2009年7月27日，星期日，我们开始了旅程。天气状况没有预期的理想，因为奥什科什地区有许多雷雨。我们在72小时前取得了仪表飞行规则(IFR)飞行计划时间的预约申请，并在24小时前获得确认，然后，我们申请了从孟菲斯的密林顿机场到奥什科什机场的IFR飞行计划，以防我们到达奥什科什时天气过于恶劣。

我们将所有物品装上飞机，并确认飞机配重合理。接着，我们检查了飞机的燃料，以确保整个油箱内的燃料中不含水或沉淀物。我们检查了飞机引擎的润滑油，以确保其清洁，并没有泄漏。飞行前准备工作的关键在于避免任何疏漏。

当我们获得了来自密林顿机塔台的起飞许可之时，管制员甚至还祝贺我们飞往奥什科什的旅途愉快。我们在中部时间中午12:30起飞，向北飞行。第一阶段的飞行正如一个普通的IFR飞行一样顺利。我们攀升到12,000英尺的高度，逆风速度为25海里/小时。天气在密苏里州附近还不算坏，只是我们下方有少许云层。

Due to the short planning, we couldn't find any hotels around Oshkosh as most of the hotels were booked one year in advance. Rob and I decided to camp on the field, which would give us a lot more time to tour the event. Then we needed to prepare everything related to camping as neither of us has camped in the last ten years: camping tent, sleeping bag, food, water, lights, etc.

Flying to Oshkosh

On Sunday, July 27, 2009, we started the journey. The weather was not very promising as many thunderstorms were developing around the Oshkosh area. We obtained a slot reservation for an IFR flight plan 72 hours in advance, confirmed it 24 hours in advance and then filed the IFR flight plan from the Millington Airport to Oshkosh in case the weather got really bad when we reached Oshkosh.

We loaded everything in the airplane and made sure the weight & balance was calculated. Then we checked the airplane for the fuel and made sure we had full tanks of fuel and no water or sediment in the fuel. We checked the engine oil and made sure it was clean and not leaking. Pre-flight was key to avoiding mistakes.

When we were obtaining the clearance from the Millington tower, the controller even congratulated us on flying to Oshkosh after giving us the clearance. We took off around 12:30 pm central time heading north. The first part of the flight was smooth just like a normal IFR flight. We climbed to 12,000 feet with a 25-knot headwind. The weather was not bad around the Missouri area with just a few clouds below us.

About 60 miles south of Oshkosh airport, we faced a dilemma. Our NOTAM instructions requested that we cancel the IFR flight plan and proceed under VFR if the weather was good. The ceilings were high enough for VFR, however, scattered strong showers cells were in the area near our flight path with a cell directly over the airport, but the cell over the airport was moving away from the airport. If we kept our IFR flight plan, we may run the risk that the controller would ask us to hold in the air for a long time due to the intensive traffic. We called the controller and asked him for his suggestions. He couldn't give us a clear answer as the weather was marginal and there were pros and cons for either

大约在奥什科什机场以南60英里处，我们遇到了一个难题。奥什科什航行通告指令要求我们在气象条件好的情况下取消IFR飞行航线，采用VFR的飞行计划。虽然云层的高度已足够让我们采用VFR飞行计划，但有很多强雷暴云堆积在我们飞行路径附近不利于VFR飞行。有一个雷暴云直接覆盖在机场上空，但这块云慢慢的从机场上空移开。若我们继续IFR飞行计划，我们也许就有可能因为紧张的交通情况而被管制员告知在空中盘旋很长时间。我们呼叫管制员，并征询他的意见。他也无法给我们一个明确的答复，气象条件很不明朗，两个选择各有其利弊。管制员说若我们采取VFR程序，那对于他而言会更容易一些。Rob和我花了些时间讨论了目前的处境，随后决定取消IFR飞行计划，并执行VFR指令。我们相信大多数飞机都将会按VFR飞行。因为管制员无法在雷达上看到所有飞机，并且提供所需的飞机间隔服务，执行option. The controller said it would be easier for him if we proceeded under VFR. Rob and I discussed the situation for a while and decided to cancel the IFR flight plan and follow VFR instructions. We believed that most of airplanes would fly in under VFR , and that it was better to follow the VFR instructions as the controller couldn't see all the airplanes and provide the separation services as needed.

After we cancelled the IFR flight plan, we flew directly to RIPON intersection which was the initial starting point for VFR approach. While we were about 10 miles south of RIPON, the Skywatch Traffic Monitoring screen on my plane indicated an airplane 500 feet above and right on top of our plane flying on the same direction. (We couldn't see each other as they were right on top of us.) Then Skywatch indicated they started descending while we were flying straight. The Screen Monitor indicated it was getting closer and closer, 300 feet, 200 feet, 100 feet…

VFR指令会更安全。

在我们取消了IFR飞行计划之后，我们直接飞到了RIPON交汇点，也就是VFR着陆的起始点。当我们在RIPON以南10英里之时，我们飞机上的流量监视屏显示另一架飞机在我们的头顶上500英尺，飞行同一方向。（我们无法看到对方，因为他们在我们的正头顶上。）接着，监视屏显示他们开始下降，而我们正在平飞。监视屏显示他们的飞机越来越接近，300英尺、200英尺、100英尺……Rob立即让我“俯冲”，我立刻往下推驾驶盘，快速降低高度。我们加快速度，同时又降得比另一架飞机低很多。让我们虚惊一场！！

当我们接近RIPON的时候，我们遭遇了一场阵雨，这使得能见度大大降低。因为还有很多架飞机从各个方向飞往这个交汇点，我们真的非常担心我们无法看到其他的飞机。幸运地是，这场阵雨很快就飞过去了，我们在其中只飞行了大约2英里。在穿过雨区后，我们看到周围至少有十架飞机从各个方向飞向RIPON交汇点。

当我们到达RIPON时，我们找到在前面的一架飞机，根据航行通告指令开始追随这架飞机，并将飞机控制在其后半英里处。我们还可以看到着落航线上大约有十架飞机在我们的前面。每架飞机都跟在前面的飞机后面，有条不紊。多么壮观的场面！

我们追随着前面的飞机前往27号跑道上着陆。但是，当我们前面的那架飞机在准备着陆时，另一架按照IFR飞行计划的飞机从西面直飞过来，并插到了它的前面。这是最容易出现空中碰撞的危险情况。幸运的是，地面管制员及时指挥我们前面的那架飞机立即转了一个360度的圈，让另一架飞机先行安全着陆。我们也跟着这架飞机降落在跑道上的绿色标记处。当我们着陆减速后，我们立即离开跑道，并且滑行到草地上，这样我们为下一架飞机空出着陆的跑道。紧接着，我和Rob欢呼庆贺我们安全的降落在奥什科什。当我们到达露营地打开舱门，听到工作人员的第一句最令人兴奋的话：“欢迎来到奥什科什！”

Rob immediately told me “Dive”, and I pushed the yoke down and started the rapid descent. Our speed picked up and we were much lower than the other plane. But that was close…

When we were approaching RIPON, we entered a rain shower which greatly reduced our visibility. As many planes were flying to this intersection from all directions, we were really worried that we couldn’t see the other airplanes well enough. Luckily, the rain shower was isolated and we were in it for less than 2 miles. After we passed the rain shower, we saw at least ten airplanes in all directions approaching RIPON intersection.

When we arrived at RIPON, we picked up an airplane in front of us and started following it according to the NOTAM instruction. We kept our plane about a half mile behind it and could see about ten airplanes in the traffic pattern in front of us. Each one was following the one in front. What a view!

We followed the plane all the way from the right downwind to the base leg for runway 27. But, when the plane in front of us turned from the base to the final, another airplane on an IFR flight plan came from the west and cut in front of it. It was a most dangerous mid-air collision situation. Fortunately, the controller on the ground instructed the plane in front of us to circle 360 degree immediately and let the other plane to land safely. We then followed this plane and landed on the green dot on the runway. As soon as we landed and slowed down, we got off the runway immediately and taxied to the grass side, so we could let the next plane to land. Then we cheered and triumphed that we landed at Oshkosh safely. When we arrived at our campground and opened the door, the first words from the staff were: “Welcome to Oshkosh!”

Wei Chen, CEO Sunshine Enterprise, Inc.

陈玮先生在1998年8月获得孟菲斯大学国际MBA学位以后，成立了商翔实业有限公司。 在不到10年的时间里，商翔从一个人的公司成长为拥有400多名员工的企业。公司的发展全靠自身有机增长。一直以来，陈玮先生不仅对公司日常管理亲历亲为，并且集中制定了令公司迅速发展的战略计划。至今总部仍设在孟菲斯的商翔实业在美国拥有四个物流仓储中心及在中国的两个生产基地。2006年，陈玮先生被田纳西商业杂志评选为年度最佳经理人；2007年荣获孟菲斯商业周刊颁发的年度经理人总裁奖；2008年陈玮先生荣获孟菲斯大学商学院颁发的年度实业家奖及40名40岁以下杰出青年奖。同时，商翔实业是2005年田纳西州发展最迅猛的前50 企业，2007年被INC杂志评选为全美发展最快的企业之一。

Chen founded Sunshine Enterprise, Inc. after he earned his International MBA degree at the University of Memphis in August 1998. He has grown the company from one man operation to 400 employees in less than 10 years through organic growth. Chen's dynamic leadership has resulted in tremendous growth in Sunshine's sales and the Memphis-based firm now has two manufacturing facilities in China and four US branch offices. He was named as Top Executive of the Year by Business Tennessee magazine in 2006 and Top 40 under 40 by Memphis Business Journal in 2008. He won the award for Executive of the Year by Memphis Business Journal in 2007 and Entrepreneur of Year award by FCBE at the University of Memphis in 2008. The company was also ranked Fast 50 companies in Tennessee in 2005 and one of the fastest growing company in the US by Inc. Magazine.

Rob Williams
President and CEO of Best Bilt Systems and RW Framing, LLC

Rob在建筑业和房地产开发上有着深厚的经验。他在阿拉巴马大学获得房地产开发的学士学位，在密西西比大学获得MBA硕士学位。他是家族企业Reeves Williams Builders的合伙人，该企业是美国前１００名里的住宅建筑商。在２０００年，他成立了Best Built Systems，主要生产房屋建筑的木材结构，雇佣１００多名员工。并成立了RW Framing LLC，主要为建筑承包商。他在建筑领域里的多个组织承担了要职：Associated Builders and Contractors, the Structural Building Components Association and the National Association of Homebuilders，并在North Mississippi Homebuilders担任总裁。他还拥有一家航空包机公司：JBR Aviation。

Rob began working in the construction and land development business in the 1980s while in school earning his Bachelor degree in Real Estate from the University of Alabama and his Masters in Business Administration from the University of Mississippi. He was a partner in various construction projects including his family's construction and land development company Reeves Williams Builders, a member of the Builder 100 Group for being in the top 100 homebuilders in the country. In 2000, he founded Best Bilt Systems, a wood construction component manufacturing company who employed over 100 employees, and RW Framing LLC, a construction contracting company. He has dedicatedly served his business organizations the Associated Builders and Contractors, the Structural Building Components Association and the National Association of Homebuilders where he served as a National, State and local Director as well as the President of the North Mississippi Homebuilders and the Associate of the Year. He is also a partner in JBR Aviation, which owns charter aircraft.

珠海航空产业园体验美国EAA飞来者大会
学习国际先进经验促进通用航空发展

Zhuhai Aviation Industry Park experiences in EAA Fly-in
Learning the international advanced experience and promoting the GA development

为了学习和借鉴国际先进经验，促进珠海通用航空产业的发展，珠海航空产业园于7月27日—8月2日参加了在美国威斯康辛州奥什科什隆重举行的美国EAA飞来者大会。EAA飞来者大会被誉为全球规模最大的通用航空盛会。7月28日，珠海航空产业园在EAA航空中心现场举办了“珠海航空产业园商机研讨会”，约60多名客商参加了会议，与会人员包括有从事飞机发动机、航电、机床、飞机零部件、飞机内饰、飞机定制生产等航空产业的企业代表。奥什科什市市长Paul Esslinger先生及市政经理Mark A. Rohloff先生应邀出席了会议。Esslinger市长向珠海航空产业园的到访表示欢迎，他指出珠海与奥什科什有许多共同之处：两地同为举办重要国际航展的东道主，都具有发展通用航空的优势条件，城市风光都十分迷人，因此，非常希望将来双方能加深彼此了解与交流。会上，珠海航空产业园全面介绍了投资环境、竞争优势与发展商机，与会嘉宾对珠海航空产业园表示了浓厚的投资兴趣，并进行深入的交流，希望将来在恰当的时机参与珠海航空产业园的发展与合作。

大会期间，珠海航空产业园还拜访了EAA与GAMA（美国通用航空制造商协会）的参展代表，介绍了园区的总体情况，并表达了共同合作举办珠海通用航空展览的希望，进而拓展其他合作领域。

坐落于中国广东省南部的珠海是镶嵌在南海之滨一颗璀璨的明珠，上世纪80年代初被列为中国首批经济特区之一，从此成为中国改革开放的主要窗口。长期以来，珠海以毗邻港澳的区位优势、优美恬静的自然环境、多元化的外向型经济、充裕的土地储备资源以及优良的空域条件闻名于国内外。

为响应广东省产业结构调整和升级的要求，实现创新发展和差异发展的要求，2008年11月4日，在国家、省、市领导以及有关国内外航空业界的共同见证下，珠海航空产业园正式宣布开园。根据国家航空产业发展的战略布局，通用航空被定位为珠海航空产业园的重点发展目标，并由广东省政府、中航工业集团、珠海市政府共同出资100亿元成立中航通用飞机有限公司。2009年7月2日，中航通用飞机珠海产业基地正式动工兴建，重点建设一个总部（中航工业通用飞机公司总部）、两个中心（研发中心、销售中心）、三个基地（总装试飞基地、产品交付及客服基地、航空运营服务基地），并最终发展成为世界知名的通用航空产业中心。

As a chance to learn from international experience, the Zhuhai General Aviation Industrial Development delegation from the Zhuhai Aviaiton Industry Park visited the EAA Fly-In on July 28th-Aug 2nd in Oshkosk, Wisconsin. The EAA AirVenture Oshkash is the largest general aviation event in the world, and members from the Zhuhai Aviation Industry Park hosted the “Zhuhai Aviation Industry Park Business Opportunity Forum” in the EAA Aviation Center on July 28th.

In attendance were about 60 guests representing various aviation segments including avionics, parts, interior, and custom manufacturing related industries. Mr. Paul Esslinger, the Mayor of Oshkosh, and Mr. Mark A. Rohloff, the City Manager accepted the invitation and attended the meeting. Mayor Esslinger welcomed the Zhuhai Aviation Industry Park and pointed out Zhuhai and Oshkash have much in common: both cities host important international aviation events, and both have the advantage of developing the general aviation, not to mention both having the attractive scenery.

At the forum, Zhuhai Aviation Industry Park introduced the investment environment, competition advantage and development business opportunities. The guests showed their interests in investment opportunities in Zhuhai Aviation Industry Park, and further communicated with each other, and hoped to be able to find the right opportunity to come to invest in the Zhuhai Aviation Industry Park.

During the event, Zhuhai Aviation Industry Park visited the representatives from EAA and GAMA, introduced the overall information of their Park, and expressed their hope for corporation for hosting the Zhuhai Air Show to explore the other cooperation fields.

Zhuhai is located in the Southern part of the Guangzhou Province and has become a major window into the Chinese economic reform. Zhuhai is well-known for its location advantage to nearby Hong Kong and Macao, it’s multi-ethnic export-oriented economy, abundant land resource and excellent air space conditions.

For responding to the request for the Guangzhou province’s industrial structure adjustments and updates, and realizing the request for innovative development, Zhuhai Aviation Industry Park opened at the witness of the leaders from the States, Province, and City and personnel from all the related domestic and foreign aviation industry on November 4, 2008. According to the strategy allocation of the National Aviation Industry Development, the general aviation has been set up as the major development target of the Zhuhai Aviation Industry Park. The project is a 10 billion Yuan joint venture between the Guangzhou Provincial Government, Aviation Industry Corporation of China (AVIC), and Zhuhai City Government.

On July 2nd, 2009, the manufacture base of AVIC General Aircraft Co., Ltd. has begun construction, with major projects including one headquarter – head office, two centers – R&D Center, and Sales Center, three bases – Assembly & Test Flight Base, Delivery & Customer Service Base, and Aviation Operation Service Base. It is the goal to be eventually a well-known general aviation industry center in the world.

第二架M-26落户中国呼伦贝尔机场全力保障

2nd M-26 settled in China fully secured by Hulunbeier Airport

7月11日,由中国青岛直升机有限公司购买的M26大型直升机降落到了海拉尔东山机场，这是中国购买的第二架M26直升机。耗资2亿元人民币。

M-26大型直升机是由俄罗斯米里设计局设计，罗斯托夫直升机有限公司生产，它是目前世界上最大的直升机。M26大型直升机曾经在汶川大地震抢险救灾中以及武隆山滑坡救援中立下了汗马功劳发挥了重要的作用。

A giant M26 helicopter, bought by the Qingdao Helicopter Company Limited of China, landed at the Dongshan airport of Hailar on July 11th. The two hundred million RMB M-26 helicopter was the 2nd of its kind purchased by China.

Designed by Russian Mil Design Bureau and manufactured by ROSTVERTOL PLC, the M-26 is now the largest helicopter in the world. The giant M-26 helicopter played a very important role in the emergency and disaster rescue efforts during the big Wenchuan earthquake and the Wulong landslide.

湖南省将启用飞机人工增雨湘江流域为重点

Hunan province will implement an artificial rain-enhancing program

今年湖南省将做好飞机人工增雨作业的准备，从明年开始，在干旱时及时开展飞机人工增雨。

副省长、省人工影响天气领导小组组长徐明华介绍，从1997年到2008年，全省共实施人工增雨作业5510余次，累计影响面积近72万平方公里，直接经济效益22.55亿元。

“相对火箭高炮地面作业而言，飞机增雨所增加的降水量更大、影响范围更广，也更适用于大面积云水资源开发作业。”省气象局局长祝燕德介绍，目前，全国有24个省份实施了飞机人工增雨作业，“我省是目前全国少数几个飞机增雨作业未业务化的省份之一，迫切需要建立重大旱灾飞机人工增雨作业应急机制”。

昨日的会议审定了《湖南省重大旱灾飞机人工增雨作业应急预案》，徐明华要求，今年要全面做好飞机人工增雨作业催化装置、作业队伍、催化技术的准备工作，从明年开始，遇到重大干旱时，要能迅速开展飞机人工增雨作业。

省发改委《关于印发湖南省气象事业发展“十一五”规划的通知》中规定了重点建设项目“湖南省空中云水资源开发利用工程”。该工程主要包括我省湘江流域人工增雨工程、湘西北人工防雹作业示范基地、飞机人工增雨作业应急预案、人工影响天气标准化作业站点建设等项目。以上项目将分期分批开始建设。

徐明华要求，明年内全省要完成人工影响天气标准化作业站点建设。

Hunan province will be prepared for the artificial rain-enhancing practice by aircraft for this year so the artificial rainmaking operation can be adopted in times of need, such as during drought seasons.

According to the introduction by Deputy Provincial Governor and Leader of the Provincial Weather Modification Unit Xu Ming Hua, there were 5,510 artificial rain-enhancing operations conducted from 1997 to 2008 in the province and the affected areas accumulated was 720,000 square meters with direct financial benefits of 2.255 billion RMB in return.

In comparison with the ground operations of firing artillery shells and launching rockets, artificial rainmaking from the air provides greater effect in terms of rainfall quantity and land coverage, which is more applicable to the cloud water resources development of large areas. Administrator of the Provincial Meteorological Administration, Zhu De Yan, said that there are now 24 provinces across the country conducting the artificial rain-enhancing operation by aircraft. He mentioned that Hunan is one of the few provinces in the country that has not yet applied the rainmaking operation by aircraft and the province badly needs a contingency mechanism of such to fight major drought.

The project of “Contingency Mechanism of Rainmaking Operation Against Major Drought” was reviewed and approved in yesterday’s meeting. Xu Ming Hua requested that preparations on catalysis installation, work teams, and catalysis techniques for artificial rainmaking operations be in place this year. When a major drought occurs, the rainmaking operation from the air can be launched immediately without delay starting next year.

The Development and Reform Committee regulated the key project of Cloud Water Resources Development & Utilization Construction of Hunan Province in the issue of Meteorological Planning For The 11th 5-year Plan Notice. The project items include Artificial Rain-enhancing Construction in the Xiang river valley, Manual Hail Suppression Operation Demonstration Base in the Northwest of Hunan, Contingency Plan for Artificial Rain-enhancing Operation by Aircraft, and Weather Modification Standard Operation Stations Construction. The construction of these projects will be started separately and in stages.

Xu Ming Hua requested that the weather modification standard operation stations construction be completed across the province within the next year.

2005年-2020年 中国通用飞机需求量将达万架

Demand in China for General Aviation Aircrafts to Reach 10,000 in 2005-2020

在“2009亚洲国际航空（沈阳）高峰论坛”上获悉，2005年-2020年间，中国的通用飞机市场需求量应在1万架左右。

这是由中国科协、中国航空学会、通用航空专家委员会所作的市场预测，其中，活塞飞机6000架，涡桨飞机2000架，喷气公务机500架，直升机1500架。

中国航空工业发展研究中心副总工程师王柏学在论坛上说，随着客机退役速度的加快，预计2008年-2027年间，中国需要补充各型民用客机3815架，其中大型喷气客机2822架，支线客机993架。

Market demand for general aviation aircrafts in China in-between 2005 and 2020 is around 10,000 as reported in the 2009 Asia International Aviation (Shenyang) Forum.

It was a market forecast made by Chinese Science Association, Chinese Society of Aeronautics & Astronautics and General Aviation Special Committee. Amongst there will be 6,000 piston-engine aircrafts, 2,000 turbo liners, 500 business jets and 1,500 helicopters.

Deputy Chief Engineer Wang Bo Xue from the Research & Development Center of Chinese Aviation Industry said in the forum that 3,815 civilian aircrafts of all kinds will be supplied into China from 2008 to 2027 as the relief-duty passenger carrier will be speeded up and 2,822 of them will be big-sized passenger jets, 993 trunk line aircrafts.

山东监管局完成对黄河口通航CCAR91合格审定

Huanghekou GA Company passed the CCAR91 audit

2009年7月5日，中国民用航空华东地区管理局在东营召开了山东黄河口通用航空公司CCAR91部运行合格审定办证会议，会上郭有虎副局长代表华东管理局向黄河口通行颁发了《商业非运输航空营运人运行合格证》，标志着对黄河口通航的CCAR91部运行合格审定圆满结束。山东黄河口通航成为山东地区第四家通过CCAR91部审定的通用航空公司。

The East China Administration of the Civil Aviation of China held a Qualification Certification Licensing Meeting in Dongying in accordance with China Civil Aviation Regulation 91 (CCAR91) to qualify and license the Huanghekou General Aviation Company of Shandong. Representing the East China Administration, Deputy Director Guo You Hu presented Huanghekou the Business Non-Commercial Air Transport Operations License during their meeting, marking the ending of the qualification certification licensing process of the air traffic commencement of Huanghekou by CCAR91. The opening of air traffic and business of Huanghekou was the 4th CCAR91 approved general aviation company in the Shandong area.

全国警用直升机首次大规模转场集中演练

National Police Helicopters gathered for the 1st large-scale manoeuvre

（7月17日），包括北京2架警用直升机在内的全国多个地区的警用直升机，在内蒙古自治区鄂尔多斯市的伊金霍洛旗阿勒腾席热镇红海子滩举行战训结合教范式综合演练。北京警方的两架直升机主要参演的科目是空中侦查图像传输、空中警力支援悬停上下特警队员、索降和低空投放。

这是全国警用直升机首次大规模转场集中演练。

演练与实战相结合，以巡查指挥、紧急救援、空中追捕等任务为训练科目。综合演练历时20余天，参演人员200余人，参演直升机包括北京、上海、南京、郑州、三门峡5个市公安局和陕西、广东2个省公安厅的共计10架警用直升机。

警务航空队 参训直升机

北京市公安局 A109E、AW139型直升机各1架 ；上海市公安局 EC135、EC155型直升机各1架 ；广东省公安厅 EC135型直升机1架 ；三门峡市公安局 R44型直升机1架 ；延安市公安局 R44型直升机1架 ；南京市公安局 直九型直升机1架 ；郑州市公安局 R44、A119型直升机各1架。

Police helicopters from numerous areas of the country, including 2 police helicopters from Beijing, gathered together on Honghaizi beach of Yijinhuolo banner in the Aletengsire village of Erduosi city of the Inner Mongolian Autonomy Region for a general combat and training exercise on the July 17th. The 2 police helicopters from Beijing participated mainly in air surveillance with visual transmission, air support with special forces embark and disembark from the suspending helicopter, descending by rope, and low altitude dropping.

It was the 1st time police helicopters from around the country got together for such a large-scale training exercise.

The combined combat and training courses were mainly focused on patrol command, emergency rescue, air pursuing and others. The general exercise lasted for over 20 days and more than 200 participants performed with the 10 helicopters from the 5 police bureaus' of Beijing, Shanghai, Nanjing, Zhengzhou, Sanmenxia and 2 provincial departments of Shanxi and Guangdong in the drill.

One training helicopter from the Aviation Division of Police Affairs Department,
One A109E and one AW139 helicopters from Beijing City Police Bureau,
One EC135 and one EC155 helicopters from Shanghai City Police Bureau,
One EC135 helicopter from Guangdong Provincial Police Department,
One R44 helicopter from Sanmenxia City Police Bureau,
One R44 helicopter from Yanan City Police Bureau,
One Z9 helicopter from Nanjing City Police Bureau,
One R44 and one A119 helicopters from Zhengzhou City Police Bureau.

北京欲装备大型直升机 用于高层建筑火灾救助

Beijing will use the jumbo helicopter for fire rescue in high-rises

北京市消防部门计划装备大型直升机，用于扑救高层建筑火灾。

目前北京市共有高层建筑8592座，高度超过100米的超高层建筑58座，高层建筑火灾扑救是一道难题。

北京市公安局消防总队为满足高层建筑消防需求，制定了购买消防直升机的计划，经相关部门审核批准后即可实施。

There are now 8592 high-rise buildings in Beijing and 58 of them are considered super tall constructions with height exceeding 100 meters. It has always been a difficult task to put out a tall building fire.

In order to meet the fire fighting needs of the high-rise constructions, the Fire Fighting Department of Beijing Municipal Public Security Bureau made a purchase plan for a fire fighting helicopter and can immediately be put into effect once approved by the competent authority.

国内首次采用无人驾驶飞机“天鹰-3”喷洒农药

Tianying-3 will be used for the spray of agriculture chemicals

“天鹰—3”，是由中国人民解放军总参谋部第60研究所研制的，机长仅3.2米，重96公斤。飞机可以一次携带20公斤农药，一次起降可以喷洒40多亩地，一个小时可以喷80亩。

无人飞机喷洒农药是国家高技术研究发展计划，即863计划，该课题由农业部南京农业机械化研究所组织实施。

这架飞机过去应用于军事领域，如今改为民用，价格达300万元。

The Tianying-3 Unmanned Reconnaissance Helicopter was designed and manufactured by the 60th Research Institute of the General Staff Department of the People’s Liberal Army. The helicopter weighs 96 kilograms and is only 3.2 meters long. It can carry 30 kilograms of pesticides to spray over 40-mu (2.668 hectares) of land per flight, the coverage can be expanded to 80 mu (5.336 hectares) per hour.

Spraying pesticides from an unmanned airplane is a governmental high-tech research and development plan called Project 863. The project was organized and launched by the Nanjing Agricultural Machinery Institute of the Agricultural Department.



第二届全国航空运动会暨体育节将在莱芜举行

China International Aviation Sports Festival and the 2nd National Aviation Games will be held in Laiwu

由中国航空运动协会、山东省体育局、莱芜市人民政府承办的“中国国际航空体育节暨第二届全国航空运动会”将于今年10月24日至28日在山东省莱芜市雪野旅游区举行。

据航空运动管理中心副主任张西岭介绍，第二届全国航空运动会是我国举办的项目最全的航空体育盛会，将设轻型飞机、直升机、动力悬挂滑翔机、热气球、飞机跳伞、动力伞、航空模型、航天模型和模拟飞行等内容。

Hosted by the China Aviation Sports Association, the Sports Bureau of Shandong province, and the Municipal People’s Government of Laiwu city; “China International Aviation Sports Festival and the 2nd National Aviation Games” will be held from October 24th through the 28th in the tourist area of Laiwu city, in Shandong province.

According to Mr. Zhang Xi Ling, Deputy Director of the Aviation Sports Administration Office; the 2nd National Aviation Games will be a grand occasion in aviation sports to cover the most complete list of events in the country including light aircraft, helicopter, power suspension glider, hot air balloon, aircraft parachuting, power parachuting, aviation models, aerospace models and flight simulation.

中国民航飞行校验中心引进3架奖状君主号飞机

China Flight Inspection Center will import three Cessna Citation Sovereign

5月份Cessna 高级副总裁Mr. Roger Whyte 率领Cessna 代表团访问了位于中国北京的中国民航飞行校验中心，洽谈双方合作项目，并与中国民航飞行校验中心达成一致，签署了引进3架奖状君主号飞机的合同。中国民航飞行校验中心现已使用奖状VI、奖状X及奖状XLS飞机为中国所有民用机场（包括香港及澳门）的导航仪表进行定期校验，以保证机场及航道可满足国际民航局的标准。2010年校飞中心的奖状飞机将多达10架。中国民航飞行校验中心现拥有亚太地区最大的校验飞机机队。

July 2009 Cessna Senior VP Roger Whyte led a delegation to visit the China Flight Inspection Center (CFIC) in Beijing China to discuss the expansion of mutual co-operation. Following a successful meeting, an agreement was reached with CFIC to import three additional Citation Sovereign aircraft.

Currently CFIC operates Cessna Citation VI, Citation X, and Citation XLS aircraft. CFIC calibrates the NAVAIDS of all Chinese civilian airports including Hong Kong and Macau and ensures the airports and airways meet ICAO (International Civil Aviation Organization) standards.

CFIC will operate up to 10 Citation aircraft by the year 2010. CFIC currently operates the largest fleet of flight inspection aircraft in Asia.

国产新型13吨AC-313民用直升机将于年底首飞

AC313 will fly the first time by the end of this year

中国航空工业集团公司，直升机公司组织研制的新型13吨民用直升机（暂定名AC313）将于年底首飞。

AC313是借鉴原有型号平台，按照国际通行的适航标准、采用与国际接轨的适航审定程序自主研发的全新民用直升机。

中航工业直升机公司组织中航工业旗下的昌飞公司、六〇二所、发动机公司、系统公司等单位共同研制新型13吨民用直升机。

目前，AC313型号研制已全面进入样机生产制造阶段，各项试验试飞准备工作全面铺开，计划2009年12月实现首飞，预计2010年完成适航取证。

为使AC313顺利走向民用市场，型号按照国际规范开展研制工作，同时按现行有效的国际适航标准取证。中航工业集团公司成立了适航取证领导小组，与中国民用航空局适航审定司（TCB）建立了高层例会制度。在中国民航局适航审定司领导下，民航华东地区管理局抽调精兵强将组成审查组，全方位参与该型机的适航审查工作，着力协调解决适航关键技术。

The AC313, a newly developed and manufactured 13-ton helicopter for civilian use created by the Helicopter Company of the Aviation Industry Corporation of China, will be airborne for the 1st time by the end of the year.

Taking patterns from the original model, the homemade AC313 has been developed into a whole new civilian helicopter according to the international airworthiness standards.

The Helicopter Company of the Aviation Industry Corporation of China organized the subsidiaries of the Changfei Company, the 602 Institute, a motor company and a systems company of the mother company to create a joint operation for research and development and created this 13-ton civilian helicopter.

Currently, research and development of the AC313 has come to the stage of manufacturing an aircraft prototype with all test flight preparation work in place. The 1st scheduled airborne test will be in December of 2009 and the airworthiness certificate is expected to be obtained in 2010.

The Aviation Industry Corporation of China has organized a leading team for the airworthiness certificate application and has built up a high-level meeting system on a regular basis with the TCB of the CAAC. Led by the TCB of the CAAC, the East China Administration of the CAAC selected an elite team to set up the inspection unit to fully participate in the airworthiness inspection work for the aircraft.