



Solar Impulse 2 lands in Abu Dhabi

▼ Taking turns at the controls of **Solar Impulse 2** (Si2)—a zero-emission electric and solar airplane, capable of flying day and night without fuel—Bertrand Piccard and André Borschberg achieved the first 'round-the-world Solar flight, landing at their starting point in Abu Dhabi at 4:05am on July 26—finishing a final leg of 48 hours and 37 minutes from Cairo, after a total of 21 days of flight in a 17-leg journey. 120-year-old Swiss company ABB provided engineers who served as embedded members of the ground crew throughout the mission. ABB is a global technology pioneer in power and automation, working with utilities, industry, and transport and infrastructure customers to improve performance while lowering environmental impact. The ABB Group of companies operates in about 100 countries and employs some 135,000 people. The round-the-world solar flight presented many of the same challenges ABB is tackling for customers on the ground, such as maximizing the power yield from solar cells, integrating renewable energy into electricity distribution systems and improving energy efficiency. The flight made stopovers on four continents (Asia, North America, Europe and Africa), and flew across two oceans (the Pacific and Atlantic), as well as the Mediterranean Sea and Arabian Peninsula. On the way, it set several new aviation records, including the longest solo duration for an air-

plane (117 hours, 52 minutes, achieved by Borschberg on the leg from Japan to Hawaii) and the first crossing of the Atlantic Ocean in a solar airplane (achieved by Piccard). The two Swiss pioneers will continue to urge global implementation of



Pacific Aviation Museum Pearl Harbor Airshow

energy efficient solutions through the creation of the International Committee for Clean Technologies, launching new innovative projects such as the development of solar powered drones.

▼ **Pacific Aviation Museum** in Pearl Harbor's popular remote control "Biggest Little Airshow in Hawaii" hit record crowds in this, its ninth year, with an estimated 13,000 in attendance. Historic Ford

Island, where the first bombs fell at Pearl Harbor on December 7, 1941, came alive with static full-size aircraft on display, "candy bombings" over the historic runway, remote-control flying, hands-on modeling stations, a Kids Zone with rides, activities

and even snow. Open cockpits and access to Hangar 79 allowed guests to see the Museum's many aircraft, including the famous Swamp Ghost and Nakajima Kate in restoration, as well as the new Midway Murals exhibit. This year's show commemorated the 74th anniversary of the Battle of Midway. The Airshow featured restored World War II aircraft and remote control flying by some of the best pilots and aircraft from the Mainland, Warbirds

West, as well as ace local clubs Birds of Paradise Airshow Team, Paradise Flyers Radio Control Club and Aloha State Radio Control Club.



Lockheed P-791 Hybrid Airship

▼ **Hybrid airships** are poised to be the next revolution in affordable transportation directly to the "point of need," enabling tactical airlift, strategic airlift, humanitarian assistance and disaster relief. Hybrid airships offer large capacity transportation capability with significant fuel economy and reduced operating costs, able to operate from existing infrastructure or service remote "points of need" with little infrastructure. Lockheed Martin has invested more than 20 years to develop the hybrid airship's technology, prove its performance and achieve good economics for markets who would benefit from using this platform. A prototype P-791 Hybrid Airship Demonstrator flew in Palmdale, California in 2006, successfully completing all flight test objectives. The two-man proof-of-concept had fully functional digital flight controls and an air cushion landing system (ACLS)—a hovercraft-type landing gear that allows maneuverability in unimproved areas. Since then, the team has completed all required FAA certification planning steps for a new class of aircraft, and they are ready to begin construction of the first commercial model and completion of the FAA Type certification process. Hybrid airships make it possible to affordably deliver heavy cargo and personnel to remote locations, burning less than one tenth the fuel of a helicopter per ton. Proponents expect the hybrid airship to redefine sus-

tainability for the future. The airship offers the simplicity of a pickup truck, carrying cargo loads and personnel in and out of remote areas daily, but not just in certain seasons or only after major

road, rail or airport infrastructure is developed. Hybrid airships remain faster than land and sea transportation systems.

▼ **Las Vegas Airport** has partnered with the American College of Sports Med-



ICON A5

icine to launch a FLY FIT traveler walking program, designed in response to the Surgeon General's "Step It Up!" mission to make walking a national priority. The program promotes convenient walking paths throughout McCarran International Airport's terminals, in multiple segments from about a half mile to a mile and a half long, with options both before and after security screening checkpoints.

▼ **ICON Aircraft** has announced major changes to this year's amphibious A5 delivery plan. "We opened the production line at our new factory in January with ambitious plans to produce 175 aircraft this year," says manufacturing VP Thomas Wieners. "After completing seven aircraft, with 11 more in production, and having received a total of 30 composite airframe sets, we've learned that our production process and parts of our supply chain are not yet ready for high-rate production." ICON will shift resources, resulting in temporary workforce reductions, primarily of the aircraft assembly team, who they hope to rehire as production accelerates. ICON's investor base has committed a substantial infusion of new capital to support the changes. A high-rate production schedule will resume once supplier and internal capabilities are up to speed, expected in 2017. "We are taking this opportunity to accelerate the introduction of ICON Flight Centers," said CEO Kirk Hawkins, as they add programs in Texas and Florida, as well as California. "This will give ICON a regional presence that allows deposit holders to get earlier access to an A5 for demonstration flights and training without having to

come out to California. ICON had an overly aggressive production schedule for 2016. We are working hard to find the balance between high-rate production and our exacting standards for quality, performance, and affordability. While the A5 is extremely well-engineered and an amazing aircraft to fly, frankly we need to improve its manufacturability. We'll have to slow down and walk before we run." ICON will continue to take orders for the A5. ■