

Spectrum Aeronautical Goes Fast Forward

"Spectrum is enhancing the capabilities of the S-33 Independence through continued design refinement and the application of newly available technologies. The company recently decided to use the Williams International FJ33-4A-19 engine instead of the previously planned FJ33-4A-15. This will give the jet a substantial step up in both thrust and efficiency. Blue said, "The Independence already had the highest thrust to weight ratio of any business jet, and now it's even better. Also, the -19 incorporates Williams' latest technology, so with the additional thrust it has even better fuel specifics."

Concurrently in development with the company's S-33 Independence very light jet is the larger S-40 Freedom, which provides a stand-up cabin with a maximum diameter of about six-feet and speeds up to Mach 0.77. Spectrum is taking full advantage of opportunities in the development of the Freedom, which has been gaining a great deal of momentum over the past year. Austin Blue, Spectrum's President, explained, "We've made the decision to accelerate the Freedom's development and move its anticipated TC schedule up by about a year. To do this requires a shift in priorities, making the Freedom our primary focus for the time being." Prior to this, the company had targeted type certification for the Independence in 2009, followed closely by the Freedom in 2010. "In essence," he said, "we're pulling the S-40 up to 2009 so an advanced version of the S-33 can follow shortly after it in 2010, rather than vice-versa."

Both the Independence S-33 (eight-place very light jet, powered by Williams International FJ33 engines) and Freedom S-40 (nine-place mid-sized jet, powered by GE Honda HF120 engines) feature the company's proprietary fibeXTM composite material system. Their light weight, combined with ultra-efficient fanjet engines, result in extraordinary fuel efficiency and very low emission of greenhouse gasses.."

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