

ENGINE AIR 2009 -Editorial Calendar

Spring 2009

1. **R&D Report.** What's being worked on by the manufacturers around the world, both the prime engine OEM's and their suppliers, to achieve lower fuel and emissions. How long before these new ideas will be incorporated into the marketplace and at what anticipated cost?
By Donna Doleman
2. **New Technology Column.** An in-depth look at the design, benefits and drawbacks of one new product or service now on the market. Past issues have focused on the GENx engine and the P&W Geared Turbo Fan. This issue: CFM's Leap56 engine.
By Hank Hogan
3. **Digital Engine Controls** – They led to the development of transatlantic travel and the “smart” controls of today. A look back at the why and how of this important development in engine technology, which is so crucial to the current Boeing Dreamliner project.
By Pete Nofel
4. **Repair Development... An In-Depth Look.** How are these repairs arrived at? What is the process at an MRO facility in deciding to create these new maintenance procedures? What goes into the decision making process? What are the costs, risks and potential rewards? Examples of successes and failures.
By Martin Johnson
5. **“Run Up” column.** This issue: **Core Lock.** Icing that takes place inside the fuel lines result in a locked compressor. Ice particles on engine cores can cause flame outs and accidents. Are these situations caused by global warming has that phrase become the standard catch all for any and all reported problems? What's really behind it?
By Jim Wilson
6. **T.B.D.**

EVERY ISSUE:

Dr. Magdy Attia, professor of engine technology at Embry Riddle Aeronautical University contributes his column on the workings of a system within an engine.

Gavin Francis writes the “STEP CHANGES” column which summarizes the important engine news items in easy to read, short paragraph format. Contracts won, openings, closings and the movement of people.

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Summer 2009

1. **New Technology Column.** An in-depth look at the design, benefits and drawbacks of one new product or service now on the market. Past issues have focused on the GENx engine and the P&W Geared Turbo Fan. This issue: **T.B.D.**
By Hank Hogan
2. **“Pay By the Hour Agreements Today”.** A preliminary look at what is happening in the marketplace currently and what the major developments will be. This article will be a preliminary investigation as a precursor to the full examination of this topic in the Winter 09 issue.
By Martin Johnson
3. **“Run Up” column.** This issue: **Out of Storage.** With airlines moth balling aircraft because of high fuel costs, what is involved with bringing these aircraft back into service? What are the experiences of operators and engine shops? What are the procedures
By Jim Wilson
4. **“Under One Roof”** – One hears it all the time in many aspects of our lives, “We can do it all”. But can they? What are the benefits and drawbacks of consolidating your business with one supplier? Who offers these services and to what degree? Should you trust a supplier who does more than engines? Consider the savings!
By Steve Goodman
5. **T.B.D.**
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Fall 2009

1. **Best Bets!** Results from our survey of operators, repair facilities and others involved with aircraft engines around the world. Who's the best engine overhaul facility? And who's the favorite source for engine component repair? Do our readers have an opinion in the category of companies who lease and rent engines? And what is their preference for "Pay By the Hour" arrangements? Finally, which engine did our readers prefer most at the airline, corporate and helicopter levels.
By Tim Kern
2. **New Technology Column.** An in-depth look at the design, benefits and drawbacks of one new product or service now on the market. Past issues have focused on the GENx engine and the P&W Geared Turbo Fan. This issue: **T.B.D.**
By Hank Hogan
3. **PMA Parts – An Analysis.** PMA holders sing the praises of these problem solving, low cost alternatives while the OEM's say they are substandard and can void the manufacturers warranties. What are the metrics as far as reliability and airworthiness directives. Although this is a topic which has been discussed for years, we focus on the engine components and strip away the hype.
By James Wynbrandt
4. **"Run Up" column.** This issue: **T.B.D.**
By Jim Wilson
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09 -Editorial Calendar

Winter 2009 SPECIAL REPORT: “PAY BY THE HOUR AGREEMENTS”

- 1 **Overview.** How do “Pay by the Hour” agreements work? What has been the history and growth in this segment? What are the options going forward?
Author: **T.B.D.**

- 2 **Synopsis of Available “Pay By the Hour” Plans.** 500 words provided by each of the major suppliers on their program’s highlights. CFM, GE, P&W, Rolls-Royce, P&WC, EA, IAE, Honeywell, Turbomeca will all be invited to submit articles. Additionally, a select number of supplier company’s offerings will be featured as well.
Author: **T.B.D.**

- 3 **What Do The Independents Say?** – Overhaul and repair shops find themselves caught between pleasing their new customers (the OEM’s) while trying to retain their old ones (the end user). What are the arguments against these agreements? When turn time becomes an issue, how responsive is a supplier when he already knows has the business? Customers have mentioned substandard parts and non existent service towards the end of their contracts. A balanced alternative view.
Author: **T.B.D.**

- 4 **Leasers, Insurers and Lawyers.** What is the opinion within the support community for these de facto “performance based logistic” arrangements? Are they required? Which ones and why? Who pays? What is the liability issue?
Author: **T.B.D.**

- 5 **Engine Health Monitoring.** What are the options? Who is using what and why? What is entailed with these 24/7 watchdogs and does it really help? Is there a down side and what’s the ultimate cost?
Author: **T.B.D.**

- 6 **The Checklist** – What are the hard questions to ask and what to expect overall. In other words, every operator should know, “what’s on the line before you sign”.
Author: **T.B.D.**

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