



Cameras focus on VIP market

A small French company that supplies flight-test video equipment for military aircraft is zooming in on the business aviation market at ILA.

Grenoble-based Airborne Video Development (hall 7, stand 306) supplies on-board cameras and recording equipment for the likes of the Dassault Rafale and Eurocopter Tiger, as well as to the national aerospace laboratories in France and the Netherlands and has been in business for 30 years.

Now the company says it has had interest from, among others, Lufthansa Technik, which is considering offering AAVD's cameras on VIP aircraft to show passengers real-time exterior images.

The latest piece of kit from AAVD – which admits its rugged products are “not beautiful because they are so strong” – is the CC700 omnivision camera, due on the market late this year.

AAVD claims the 100g (3.53oz), 90 x 25mm (3.5 x 1in) camera will be capable of taking 120 images a second and is particularly suited to a flight-test environment because it is resistant to cold temperatures.

“It is the first high-definition camera of that size and weight capable of going outside because of its anti-icing capabilities,” says business developer Emmanuel Sanchez.

Hungary hungers for aerospace after Red Bull triumph

Hungarian aerobatic ace Peter Besenyi's recent success in the Red Bull Air Race World Championship flying his locally built Corvus Racer 540 has given a massive kick to the country's small aerospace industry.

That is the view of Mihaly Hideg, chairman of the Hungarian Aviation Industry Foundation, who is heading the nation's efforts at ILA to attract foreign investment and find new markets for its suppliers and general aviation manufacturers.

Unlike its central European neighbours the Czech Republic and Poland, Hungary had little investment in aerospace in the communist era. Although Hungarian aviation celebrates its centenary this year, “we have

had to start again three times” after two world wars and after 1990, says Hideg.

As a result, Hungary's aerospace sector consists almost entirely of family-run start-ups, created since the free market was introduced in the 1990s, with no government ownership and little foreign investment. Many, including ultralight builder Corvus Aircraft and amphibian aircraft developer Avana Industries, are in the GA sector.

HAIF was set up in 2006 to promote Hungary's aerospace sector. “We have not developed in the same way as other countries,” says Hideg. “But we hope to get more attention thanks to our successful airplanes.” Hall 11 houses Hungary's pavilion.



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Keeping the supply chain moving

Hall 11 contains the unsung heroes of the aerospace industry: the small suppliers and service providers that keep the supply chain moving. This year, the 5,000m² (53,820ft²) International Suppliers Centre has 250 exhibitors, up 75% on two years ago, and about half are from outside Germany.

The nations represented are Belgium, Bulgaria, Canada, Czech Republic, Finland, France, Germany, Hungary, India, Italy, Japan, Netherlands, Poland, Portugal, Singapore, Slovakia, Spain, Switzerland, Taiwan, Tunisia, UK and USA. One exhibitor, Dr Jost Seifert of German engineering design house Bauhaus Luftfahrt, is showing a concept model of a hybrid rotor developed with partner Assystem (stand 123).

FAN arrives in Berlin to cheer on south-west Germany industry

Regional cluster the Future Aviation Network is making its debut ILA appearance to promote the aerospace industry of an area that gave us both the Zeppelin airship and Schempp-Hirth's pioneering composite gliders.

Baden-Württemberg, in south-west Germany, is home to a host of aerospace companies, such as software company AEG MIS, sensor specialist ASG, online aviation marketplace Fipart, hybrid circuits manufacturer Lewicki Microelectronic, software verification firm Verocel, flexible metals expert Witzemann, fasteners company Johann Maier, and other parts makers including Beutter, CH Schneider, Günter Apelt and Zollern.

The region's aerospace capabilities span materials development, microelectronics, com-



Knut Drachser: cluster manager for the Future Aviation Network

munications technology, measuring and testing systems, and specialist manufacturing techniques. Regional bodies estimate that one third of Germany's 160 aerospace companies are in Baden-Württemberg and that they employ 13,000 people.