

By Fred George



Raisbeck Engineering's Learjet 60 aft fuselage baggage locker attracted more interest than any other single modification at this year's NBAA convention, according to James Raisbeck, founder and chairman of the Seattle-based firm. The \$200,000, 25 cubic foot capacity locker has more than double the storage capacity of the Raisbeck aft fuselage locker for Learjet 30-series aircraft, enabling it to store four sets of skis, golf clubs or other equipment. It will be certified and available in late 2010. Raisbeck said

he's in preliminary discussions with Bombardier Aerospace to determine if the Learjet 60 locker will be offered as a forward fit and/or retrofit option on new and used Learjets.

"This program seems to have hit a sensitive nerve with operators," Raisbeck told Aviation Week Oct. 29. "With so large an internal volume, it really increases the utility of the aircraft. Its empty weight is only about 150 lb. And it's going to be drag neutral, so it won't hurt performance."

Executive Flight of Wenatchee, Wash., is the launch customer and Raisbeck is using the firm's Learjet 60 for certification work.

"The locker not only gives us extra room, it also helps us with a forward CG problem on our Learjet 60 because it doesn't have an APU in the tail," said Don Harter, Executive Flight's COO. Harter said he believes the aircraft's fuel efficiency will be improved because of the aft CG shift associated with loading the luggage locker. He also believes there will be a reduction in drag due to the shape of the luggage locker.

All preliminary aero testing now is complete, Raisbeck said. Final high-speed flutter tests will be performed with a production-conforming aft luggage locker in 2010.

Learjet 60 photo: Bombardier