CURTISS-WRIGHT SELECTED BY EVIATION TO PROVIDE ACTUATION TECHNOLOGY FOR ALL-ELECTRIC AIRCRAFT

News / Manufacturer

Curtiss-Wright was selected by Eviation Aircraft, manufacturer of Alice, the world's first all-electric commuter aircraft, to provide primary flight control actuation technology. Curtiss-Wright's high power density electromechanical actuators (EMA) provides Eviation with a modular, distributed solution that enables a flexible control architecture. Curtiss-Wright's proven commercial-off-the- shelf (COTS) EMA design delivers a lightweight, plug-and-play solution that helps reduce cost, schedule risk, and program risk to support Eviation in preparation for its first flights in 2021.

"We are very pleased to have been selected by Eviation to help support the development of their historic all-electric Alice aircraft," said Kevin Rayment, President, Commercial / Industrial Segment. "Curtiss-Wright is committed to leading the industry in bringing the revolutionary advantages of electric actuation to flight, from fixed wing to rotorcraft, from business jets to military platforms."

"Curtiss-Wright is known for its flight technology innovation and we look forward to working with them as we build our high performing zero-emission electric aircraft," said Omer Bar-Yohay, Co-Founder & CEO, Eviation. "We are pleased to work with iconic

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partners who share our vision of making clean regional air travel accessible for all."

Keeping innovation and performance top of mind, Eviation is creating a new era in aviation with the Alice aircraft. Inspired by the new design possibilities that emerged by replacing turbine engines with all electric motors, Eviation and its team have reimagined what sleek, stylish and cost effective air mobility can be with the introduction of Alice.

EMA technology delivers proven and compelling benefits and advantages, such as superior reliability and improved energy efficiency, over traditional hydraulic approaches for a wide range of aviation applications, including flight controls, landing gear, and utility actuation. Compared to hydraulic actuation, EMA also delivers significant improvements for size, weight and power (SWaP), with lighter and smaller alternatives that result in significant weight savings (as much as 10 lb. per unit) at the system level. Curtiss- Wright, in October 2017, was first to market with distributed rotary electromechanical spoiler and flap actuation systems developed for Part 23 aircraft.

Supporting a wide range of customer requirements, Curtiss-Wright's EMA solutions are available in build-to-specification, COTS and modified-COTS designs. These modular products are designed for maximum flexibility. They can be easily and rapidly customized, typically only requiring minor mechanical modification (for physical mounting and interfaces) to help speed deployment and reduce risk to the customer's schedule.

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