HIGH SPEED FLIGHT BULLETIN

March/April 2022

From the Chairman's Desk and Cockpit:

Dear Friends and Colleagues:

Welcome onboard the March/April High Speed Flight-FastForward monthly Bulletin.

The first quarter of the year has flown by, fast! The 37th Space Symposium bridges this HSAT Bulletin, and as I suspected, the event was full of convergence between hypersonic and spaceflight. There was hardly a panel, discussion or presentation that did not mention the relationships between hypersonic and space flight. The two speed realms are more and more intertwined, and our group is on track to discuss and present strategies to develop, standardize, regulate and invest in both segments. More to follow…

The high-speed transonic world is literally “sold out,” as there is basically no inventory of Mach .92 jets available, and charter, jet card, fractional, and other fast jet providers are operating at maximum capacity. The high-speed transonic market is always our reality-check and gateway to investment in the faster segments of the HSAT industry.

The market keeps asking for safe, reliable and FAST air transportation. We will keep working on making FASTER happen.

As always, we are only a phone call or email away,
Fly Fast, Fly Safe,…Fly Free!

Oscar S. Garcia
Chairman, HSAT - FastForward Project

Private Flying Takes Off, Boosting Demand for Business Jets
Some well-heeled, would-be private-jet fliers are being turned away as industry booms

November 27, 2021 - By Doug Cameron

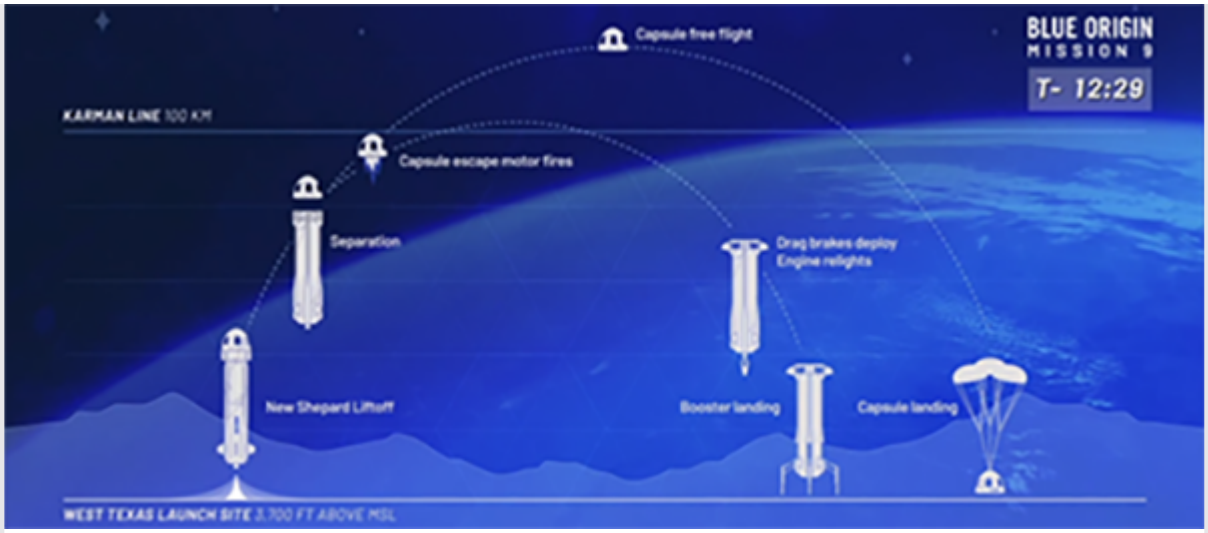
THE WALL STREET JOURNAL. WSJ

Register for FastForward Group Call

HUMAN SPACE FLIGHT

HSAT's collaborator, industry leader, friend and colleague **Dr. George Nield flew in the New Shepard's 20th mission** and fourth with humans onboard. Sharing George's experience on a call, we discussed the flight, the launch, the re-entry, and the landing at a different location. Thus, albeit over a small distance, the spaceflight could still be considered a "tiny" Point-A-to-Point-B flight. Much like the Wright brothers first flights were small hops, yet precursors to the Point-A-to-Point-B air transportation industry, so shall these first spaceflights usher in a new type of transportation. For all of us, in the High-Speed Aerospace Transportation (HSAT) industry, small steps are exciting, welcome, and encouraging milestones to the future Point-to-Point, Spaceport-to-Spaceport HSAT industry that we envision. Gradatim Ferociter, for a Point-to-Point HSAT future.

(photo credit: Blue Origin)



ORBITAL

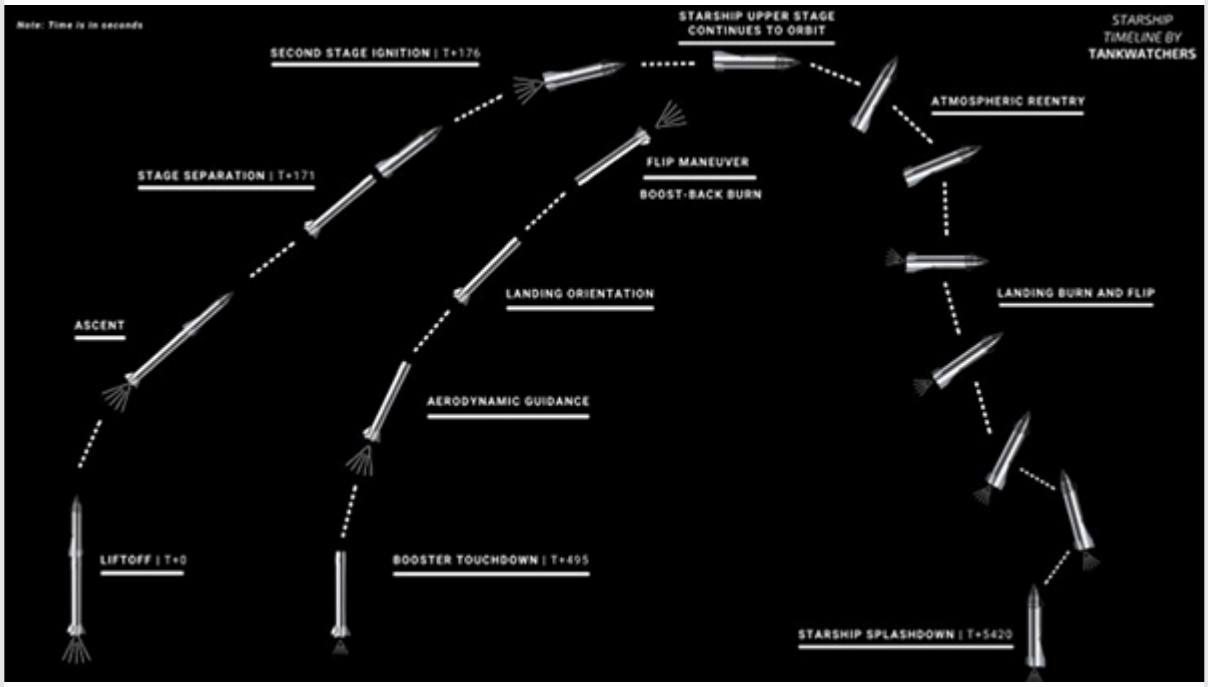
This quarter has also kept us watching for the Space X's Starship first Orbital test flight from Boca Chica, Texas to Hawaii, the long way around the world and with an estimated flight time of around 90 minutes. This is the Point to Point that could change the HSAT game, forever.

(photo credit: DARPA)

HYPERSONIC

The Department of Defense (DOD) impetus and appetite for hypersonic flight testing keeps growing, the tests however still need to increase in tempo and flight times massively. It was encouraging to see Lockheed Martin-Aerojet Rocketdyne's Hypersonic Air Breathing Weapon successful test, the first in six months. We need much more, on the ground, CFD, wind tunnel, high enthalpy. We need, 10's of thousands of hours of a variety of tests, and we are tens of billions of dollars behind the power curve. Let's focus on a "Fly Forward Faster Better" mentality for our Nation and the Free World (building anything back does not help).

Register for the HSAT Workshop



HIGH SPEED CORRIDOR

This quarter, we also confirmed the feasibility of operating a high-speed R&D corridor in West Texas joining Midland Spaceport (one and only with scheduled carriers) to Spaceport America (one and first for winged suborbital commercial spaceflight service), and transiting through the White Sands Missile Range, my personal kudos and tanks to the FAA AVS, AST and DOD teams that supported the efforts of a very capable Kimley Horn Air and Space consulting team. Next steps, proving runs; supersonic, hypersonic and suborbital, coming in late 2022 and throughout 2023, stay tuned!

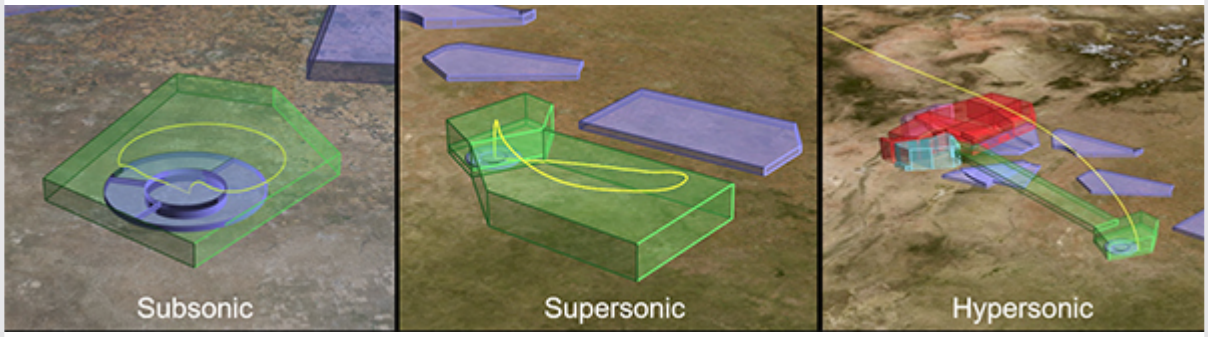
(photo credit: Rolls Royce)

HSAT AIRSPACE CORRIDOR WHITE PAPER

Also, our Spaceport to Spaceport (S2S) HSAT Airspace Corridor White Paper progress was presented at the FAA Center of Excellence for Commercial Space Transportation

FAA-COE-CST last ATM Meeting held at FIT, in early April. We look forward to completing the White Paper in 2022 and informing the successor FAA AST about the findings, and recommendations to enable S2S Corridors Nationwide and then globally (the EU's and Germany DLR's input were notably present at the meeting). We send Kudos to Ken Davidian, FAA AST and David Klaus, CU Boulder for the excellent work and vision to make HSAT-FF and IFG an Associate Member of the COE a few years ago. Godspeed FAA COE-CST!

(Photo Credit: Midland Development Corporation)



IN CONCLUSION

This quarter, I was privileged to Co-Lecture an Embry-Riddle Aeronautical University Mini-MBA class on aerospace and aviation sustainability course, together with Dr. Anke Arnaud. The theme of the sustainability of HSAT piqued the students and faculty attention. We obtained excellent input to incorporate into the upcoming HSAT Environmental and Sustainability Working Group. As we concluded by consensus on the HSAT 4th Edition Workshop, December 2022, a Working Group must be stood up this year to lead the factual, objective, and relevant guidance about the environmental impact of the HSAT industry. Please, let us know if you would like to contribute to the Working Group, on this every day more relevant dimension of HSAT.

NASTAR CENTER

University Consortium for Applied Hypersonics

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