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## Boeing Set to Sell 500 Jets to China in Massive Trade Deal

Reports have emerged that Boeing is preparing to close a landmark deal with China that would see it sell as many as 500 commercial jets to the country's airlines. The Asian nation is a market that has seen the US planemaker experience struggles in recent years, particularly in the context of the grounding of the Boeing 737 MAX.

As such, securing such a deal would represent a significant and positive step forward for the US manufacturer. The specifics of the agreement are reportedly yet to be ironed out as far as delivery timelines and aircraft models are concerned, but it is thought that it could form part of a wider trade deal between the US and China. This may help Boeing to make up on ground lost to Airbus in the Chinese market.

As first reported by Bloomberg, inside sources have indicated that Boeing is in talks with China to sell as many as 500 of its commercial jets to the world's second-most populous nation and aviation market. This, Reuters notes, would mark the first major Chinese purchase of its planes since a state visit in Trump's last term.

Negotiations on the exact specifics of the deal are said to be ongoing, with Boeing and China yet to iron out the delivery timelines. However, given the US planemaker's significant backlog of existing orders, which has only grown amid quality control issues with certain jets and certification delays with others, you might expect this to be one for the long term. The variants involved also need to be decided.

While there is considerable interest in this potential order, Boeing has declined to publicly comment on the matter, adding further intrigue to the situation. Its shares have, however, risen by 2%, indicating that the reports are being taken seriously.

Coverage by the Ukrainian National News suggests that, should this huge purchase ultimately be finalized and go ahead, it could have trade implications that extend beyond the world of modern commercial aviation. Indeed, some reports suggest that the planes will be bought as part of a wider deal between the US and China.

This would represent a key step forward for American relations with China, as Reuters notes, which have been rocky in recent years amid trade tensions between the two countries. Boeing itself has also not exactly been in China's good books, with the Asian nation being one of the last to recertify the 737 MAX family.

Since then, deliveries of the MAX have been on the up, as detailed in the video embedded above, although, earlier this year, the situation seemed to be on the rocks again. This was because, amid tariff tussles, China banned the delivery of MAX jets from the US. However, deliveries have since resumed, and reports suggest that the MAX will play a key role in discussions surrounding the potential 500-jet order. To continue reading, please click [here](#).

# Airbus A320 Series Poised to Overtake Boeing 737 Family as Most-Delivered Commercial Airliner

The Airbus A320 narrowbody series is on the verge of surpassing Boeing's best-selling 737 family to become the most-delivered commercial airliner in the world, according to data from the aviation analytics company Cirium, first reported by Bloomberg.

Launched as a direct challenger to Boeing's long-dominant 737, the A320 program has taken nearly four decades to reach this milestone. Now, the European aircraft manufacturer has finally caught up to its US rival.

As of early August 2025, Airbus had narrowed the gap to just 20 aircraft, with lifetime deliveries of 12,155 Airbus A320-family jets, according to Cirium data. At the current pace, that difference is expected to disappear as soon as September 2025.

In a LinkedIn post, Max Kingsley-Jones, head of advisory at Cirium Ascend Consultancy, noted that Boeing had delivered 12,175 Boeing 737s since the first -100 entered service with Lufthansa in December 1967. Airbus, meanwhile, handed over its first A320-100 to Air France in March 1988 and has since delivered 12,155 narrowbody aircraft. Kingsley-Jones added: "But did anyone back then expect it could become number one – and on such high production volumes? I certainly didn't, and nor probably did Airbus Industrie..."

Together, the Airbus A320 and Boeing 737 families account for nearly half of all passenger commercial narrowbody jets flying today. By 1988, when Airbus launched its new A320 narrowbody jet, Boeing had already established a strong lead, having delivered around 1,500 of its popular jets. But Airbus gained an edge by being the first to upgrade its Airbus A320 with new-generation engines, creating the fuel-efficient "neo" variant that quickly became a favored choice among airlines.

Facing growing pressure to compete, Boeing introduced the 737 MAX series, which attempted to fit larger, more powerful engines onto the aircraft's older design. This led to serious problems. The Maneuvering Characteristics Augmentation System (MCAS), which was introduced due to changes in the aircraft's aerodynamics caused by larger, more forward-mounted engines, malfunctioned, contributing to two fatal 737 MAX crashes that killed 346 people onboard.

As a result, the Boeing 737 MAX was grounded worldwide. Airlines stopped flying the aircraft, and it remained grounded until late 2020. The United States Federal Aviation Administration (FAA) and other regulators required extensive software updates, pilot training, sensor upgrades, and wiring modifications before the aircraft could return to service. By late 2020, the Boeing 737 MAX was recertified, with new safety protocols in place. Countries around the globe gradually resumed commercial flights, including China, in early 2023. To continue reading, please click [here](#).



# Vulcan Launch Vehicle Joins U.S. National Security Space Launch Fleet

Faced with competition from SpaceX and a ban on buying Russian rocket engines, United Launch Alliance staked its future more than a decade ago on a new launch vehicle to serve U.S. national security agencies—its primary customers at the time.

The new rocket, named the Vulcan, debuted in January 2024, but it took another 19 months of work and a second flight before United Launch Alliance (ULA) was cleared to launch a national security space mission. ULA, a joint venture of Lockheed Martin and Boeing, fulfilled its longtime goal on Aug. 12, opening a new chapter in U.S. space access.

Built to replace ULA's Atlas V and Delta IV rockets, the Vulcan was designed to launch the Defense Department's most challenging missions, including deploying payloads directly into geosynchronous Earth (GEO) orbit, as was demonstrated during the recent USSF-106 mission.

For the U.S. Space Force, that was a turning point. "We officially end our reliance on Russian-made main engines with this launch," Col. James Horne, Space Launch Delta 30 commander and USSF-106 mission director, told reporters during a prelaunch press conference.

Congress banned Russian-made rocket engines for U.S. military missions as part of trade sanctions enacted following Russia's invasion of Ukraine's Crimean Peninsula in 2014. The ban directly affected ULA's workhorse Atlas V, which uses a first stage powered by the Russian NPO Energomash RD-180 engine. Congress capped the number of engines ULA could import to complete its U.S. military launch manifest. The last Atlas V to launch a national security mission lifted off on July 30, 2024, leaving SpaceX as the military's sole National Security Space Launch (NSSL) provider for more than a year.

U.S. reliance on the RD-180 originated in a different geopolitical era. In the 1990s, the Pentagon sought to modernize its space launch capabilities through a new expendable launch vehicle program, leveraging innovations from both industry and foreign partners.

Trade agreements encouraging U.S.-Russia space coordination led to Pratt & Whitney securing exclusive rights in 1997 to sell and produce NPO Energomash's RD-180 through a joint venture, RD Amross, and to establish a U.S. production line by 1998. But the domestic production line never materialized due to cost concerns and schedule delays. To continue reading, please click [here](#).





# First New Natural Gas Turbine Delivered to Georgia Power's Plant Yates

Georgia Power, alongside Mitsubishi Power, announced today that it has received delivery of the first of three new state-of-the-art simple cycle gas combustion turbines at Plant Yates in Coweta County, Georgia, about an hour southwest of Atlanta. Assembled at Mitsubishi Power's Savannah Machinery Works facility, the turbine was transported to the site using both rail and truck, weighs nearly 350 tons, and is 50 feet long and 18 feet wide. The new natural gas units at Plant Yates will feature Mitsubishi Power M501JAC combustion turbines (CTs), are the first new natural gas turbines to be added to Georgia Power's fleet in a decade and, when all units are in service, will provide 1,300 megawatts (MW) of generation capacity for customers.



Plant Yates has long been an important source of generation for Georgia Power. As one of Georgia's oldest generation sites, beginning commercial operation in 1950, Plant Yates was the first Georgia Power plant built to support the post-World War II economic boom. In 2014, five of the seven coal-fired units were decommissioned, with the remaining two converted to natural gas generation. With the expansion of three new units, Plant Yates continues to support the energy needs of Georgia and provide high-quality local jobs for Georgians. Increasing the size of the current plant will provide approximately 600 jobs during the construction process and add 15 permanent new jobs once completed, expanding the plant workforce to 75 full-time jobs.

Georgia Power continues to leverage strong relationships with industry partners and vendors to source the equipment and technology needed to meet the energy needs of a growing Georgia, even as demand for electrical equipment rises across the country. The new units were approved by the Georgia Public Service Commission (PSC) in the 2023 Integrated Resource Plan (IRP) Update and, thanks to the efficient planning and construction timelines available for natural gas generation, are expected to be online by the end of 2027 to meet new energy demand in the state. "

At Georgia Power, we know our customers depend on us for reliable and affordable energy that is available around the clock whenever they need it at their homes or businesses," said Rick Anderson, senior vice president and senior production officer for Georgia Power. "We continue to work with the Georgia PSC to enhance and expand our diverse generation mix to meet the needs of customers not only today, but decades into the future. The new natural gas units at Plant Yates will be a great addition to our fleet, using existing property and infrastructure to deliver the best overall value for customers and providing exciting new investment at a plant that has been an economic driver in Coweta County for decades." To continue reading, please click [here](#).

# Starship Completes First Full-Duration Flight Test This Year

A SpaceX Starship-Super Heavy rocket lifted off from the southern tip of Texas Aug. 26, kicking off the 10th in an ongoing series of flight tests to mature technologies for the company's planned reusable, refuelable and high-tempo space transport.

After back-to-back launch scrubs due to a ground system leak and then poor weather, the rocket's first stage, powered by 33 methane-fed Raptor 2 engines, ignited at 7:30 p.m. EDT/6:30 p.m. local time from the newly incorporated Gulf-coast city of Starbase, Texas.

Generating some 16.5 million lb. of thrust—more than twice the power of NASA's Space Launch System or the Apollo-era Saturn V rocket—the 404-ft tall Starship-Super Heavy headed toward a suborbital trajectory for a planned 66-min. flight demonstration. One engine shut down during ascent, with no discernible impact on the mission.



Two min. 26 min. after liftoff, all but three of the Super Heavy engines shut down, while the six Raptors on the Starship upper stage ignited to push the ship off the booster, a technique known as hot-staging.

As Starship headed to its intended suborbital trajectory, the Super Heavy completed a controlled flip then fired up 12 of 13-planned engines for a boostback burn toward the launch site. The flip maneuver, demonstrated for the first time on Flight 9 in May, requires less propellant to be held in reserve, allowing more lift capacity for payloads.

Three previous Super Heavy rockets returned to the launchpad for a mid-air capture by a pair of tower arms. But SpaceX passed on the gantry landing for Flight 10 so that it could test the booster's performance during an intentional off-nominal landing burn.

With just two of its usual three center engines firing, the Super Heavy hovered for a few seconds over the ocean and then dropped into the Gulf of Mexico, which the Trump administration calls the Gulf of America, bringing its part of Flight 10 to an end.

Starship meanwhile completed a six-min, 19-sec. burn of its six Raptor engines and began an hour-long coast that ended with a controlled splashdown in the Indian Ocean. The primary object of Flight 10 was to collect data during reentry that will enable future Starships to return to the launch site. To continue reading, please click [here](#).

## Select Inventory at a Preferred Price

This month we are opening the vault on select inventory at a premium price. Whether you are prototyping, stocking up, or looking for a cost-effective solution, these materials deliver value without compromise!

MATERIAL	GRADE	FORM	SIZE
Nickel	625	Plate	2.625"
Nickel	625	Bar	2.50"
Nickel	625	Bar	3.250"
Nickel	625	Bar	3.50"
Nickel	718	Coil	0.012"
Nickel	718	Bar	1.3125"
Nickel	718CR	Bar	1.3125"
Nickel	718	Bar	2.50"
Nickel	718	Bar	2.6250"
Nickel	X750	Coil	0.03"
Nickel	A286	Bar	0.275"
Titanium	Ti-6AL-4V	Sheet	0.025"
Titanium	Ti-6AL-4V	Plate	0.5000"
Titanium	Ti-6AL-4V ELI	Bar	0.375"
Titanium	Ti-6AL-4V ELI	Bar	0.8125"
Cobalt	188	Coil	0.038"
Cobalt	188	Bar	2.00"
Cobalt	L605	Coil	0.032"
Cobalt	MP35N	Bar	0.27"

All of these items are ready to ship! Quantities are limited, and pricing is available while supplies last. To request a quote, click [here](#) or email us at [sales@upmet.com](mailto:sales@upmet.com).

United Performance Metals is a AS9100 and ISO 9001 certified organization, with select locations also certified ISO 13485 medical standard. Additionally, UPM is regularly audited to the AS9100, ISO 9001, and ISO 13485 standards by the 3rd party certifying body, NSF-ISR. UPM purchases only prime materials from leading mill sources that can be certified to popular industry standards including AMS, ASTM, MILS, and others.

