



Issue 42 Dec17-Jan18

Contrails

Newsletter of the Christchurch Aviation Society

CAvSoc

Flight Testing the BAC 1-11 by John Thorpe

Our November speaker was John Thorpe who had been on the production test flight team for the British Aircraft Corporation One-Eleven at both Wisley and Hurn. John had joined Bristols on a 5 year student apprenticeship during the time of the Bristol 188 research aircraft but then moved to flight test as an observer with the attraction of £1 a day danger money on certain test flights. After this he made a career change to the CAA where he could promote safety in aviation using the skills and experience gained during many years on his test flying.

The One-Eleven was originally conceived as the Hunting 107, as a 30 seater, and was subsequently developed by the BAC when Hunting Aircraft merged into BAC along with several other British aircraft manufacturers in 1960. The 1-11 was intended to replace the earlier turboprop Vickers Viscount on short-range routes and the seating was increased to 59 but was launched under the model designation of -200 with 80 seats. Although after the French Sud Aviation Caravelle, it was ahead of the nearest USA rival such as the Douglas DC-9, which gave it a temporary edge



on the market. To operate as independently as possible the aircraft contained its own air stairs and had an APU to avoid the need for ground power and starting. The first flight was 20Aug63 and British United Airways ordered ten aircraft. On 22Oct63 a flight test aircraft crashed from a deep stall during stall testing. The angle of attack had increased to the extent that the engines and tailplane were masked by the wing flow. A year later, after power elevators were substituted for servo tabs and the leading edge had been modified, the tail

safety parachute was streamed during stall tests when the pilot thought he was in a deep stall and landed wheels up with no fatalities. By the time of delivery to BUA in 1965 stick shakers and pushers had been introduced.

John provided numerous anecdotes of his 200 hours of test flying experiences and related that during one flight a stowaway was found in the toilet – a young lad just keen to fly. Even negative g test had been made. The series 500 was launched in 1967 which could take 120 passengers but the type's fate was sealed when investment was not made in quieter and more efficient engines than the Spey and European competitors arrived. A total of 244 aircraft were built at Hurn with 8 in Romania as the Rombac. The last models flying were at Qinetiq as part of the Empire Test Pilot School.



The forward fuselage of an ETPS BAC 1-11 is now at Bournemouth Aviation Museum

Airlander – World's longest aircraft

In November there was an incident with the Airlander aircraft at Cardington airfield. The aircraft broke free from its mooring mast and the automatic safety system operated to rip open the hull and deflate the aircraft. This safety feature minimises any potential damage to the aircraft and its surroundings. The Airlander project began life as the US cancelled Long Endurance Multi-intelligence Vehicle program and the sole aircraft built so far had military use in mind from the beginning. The company name Hybrid Air Vehicles indicates that it is not a pure airship but that it derives part of its lift from forward motion and an aerofoil surface.

Bournemouth Airport

Regional and City Airports (RCA) bought Bournemouth airport from Manchester Airports Group (MAG) on Monday 4th December 2017. Sir Peter Rigby owns RCA and other airports owned include Exeter, Norwich, Coventry. RCA also operates Solent (LeeOnSolent), Blackpool and City of Derry. The Rigby Group, which will manage the airport's industrial areas, also owns British International Helicopters (BIH), operating in the offshore sector and Capital Air Ambulance, the UK's largest air ambulance service. In the Falklands BIH has a major contract to provide combined SAR and helicopter support services. RCA also has a corporate aviation company, XLR Executive Jet Centres, which provides premium passenger services at its airports. Providing access to 60 destinations, in the year to March 2017 RCA handled 1.7m passengers and 188,000 movements. The future looks bright for Bournemouth.

Meetings - at Druiitt Hall commencing 8pm

- Wed 03Jan18 - The Air Training Corps by Ernie Ball
- Wed 07Mar18 - The Bahrain DC4 Air France Disasters by Kevin Patience
- Wed 02May18 - AGM followed by The Air Transport Auxiliary by John Webster