



Issue 3 - Apr / May 09

# Contrails

## Newsletter of the Christchurch Aviation Society

### Last Meeting

Our talk for Wednesday 4th March regarding HM Coastguard Search And Rescue operations was unfortunately cancelled at the last minute due to our speaker having to respond to a callout. John Brown and Ernie Ball stepped in by providing some aviation videos of air displays which were appreciated by all present.

### Aircraft Incidents at Hurn

Recently there have been two 'crashes' at Hurn, both involving the same type Beech 76 'Duchess' mainly in use as a twin engine trainer. Two different flying schools were involved and no casualties were reported. As the incidents happened within a few weeks of each other a little research was called for. Since 1994 the AAIB, as summarised below, have reported 12 incidents excluding the recent two at Bournemouth.

Students selecting undercarriage up when the aircraft was still in contact with the ground happened on 4 occasions. This can occur during touch and goes when the student has to raise the flaps before continuing a take off. In one case, a certain combination of speed and wrong selection, overcame the safety system (operated by airspeed) which would normally prevent the undercarriage retracting whilst on the ground.

Nose-gear not descending - evident to the pilot by seeing two greens instead of three greens - accounted for 3 reports. The nose gear is raised hydraulically and a protruding pin engages a yolk to close

the doors. A number of factors can cause the doors to disengage with the nose-gear and the closed doors then prevent the nose-gear lowering, even if the pilot uses 'g' manoeuvres to try and shake the gear down.

One incident, at Bournemouth in 2004, occurred when the right main landing gear failed. This was due to a fault in the nose gear hydraulic jack which prevented sufficient hydraulic pressure to maintain the 'downlock' position of the main gear.

Another 3 incidents were due to various types of pilot error and one due to loss of power from a propeller problem, this latter resulted in the only serious injury reported.

The aircraft is popular as a twin engined student aircraft and as can be seen above seven out of twelve incidents were not due to 'aircraft' problems.

Interestingly, like Bournemouth, two incidents occurred at Wycombe/Booker in a single year, one a nose gear up and the other as gear up selection (different aircraft). There seems to be nothing new in aviation! The AAIB report for 2009 will make interesting reading.

### Down Under

From the last newsletter, Neal Bancroft's talk about glider flying struck a chord with an aviation artist, by the name of Pete Sear, in Australia who had knowledge of the formation of the gliding school at Somerford in 1944.

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### Forthcoming Events for 2009

**Wed, 06 May**

AGM & Bournemouth Airport today

**Wed, 02 Sep**

Strathallan Collection

by Dick Richardson, Manager of Popham airfield

**Wed, 04 Nov**

The private jet - indefensible or indispensable? by Steve Billett, Chief Pilot CTC Aviation Services

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### Tangmere Museum Visit

Along with Poole RAFA, Phil Lynes has made provisional arrangements for a mid week coach trip in **MAY** - 0930 Christchurch pick up. He still has places so please let him know if you are interested.

Approx £8 + entrance £6 for the over 60s

### Solent Sky Museum

Conducted tour of the museum by Bob Wealthy 10th June 2009. Entrance £5. Transport the Names to Steve Robson