



CLUB AND AIRPORT NEWS

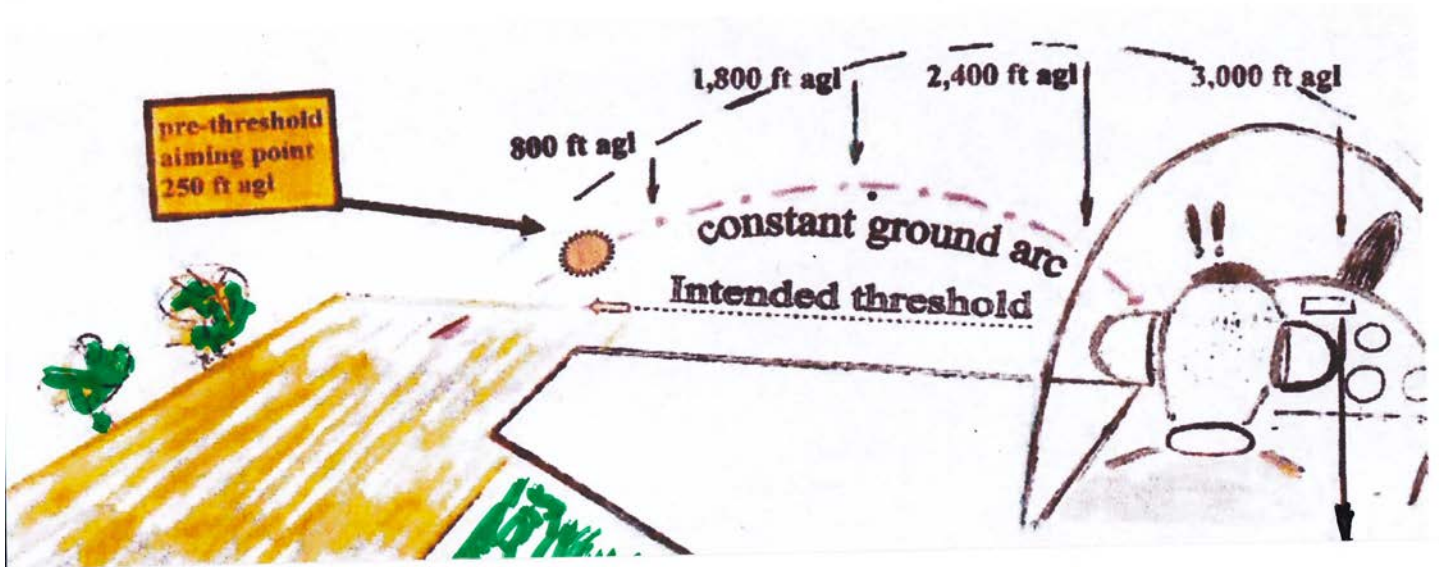
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**XMAS AND NEW YEAR 2017**

Our belated wishes to our readers and may the flying conditions be more favourable for 2017.

**SULLY'S WATER LANDING**

A textbook forced landing in the Hudson River. Following a double engine failure, from this moment in time would be only 208 seconds!

This film is a must to see, with a running time of .98 mins.

An excellent film with Tom Hanks, directed by Clint Eastwood.

Their massive double engine failure was caused by a large bird strike shortly after take-off, from La Guardia followed by Sully's skillful decision making.

**FUEL STARVATION**

A Boeing 767 of Air Canadair fleet suffered a sudden loss of power some distance from Winnipeg (approx 41 miles). Radar assistance was immediately transmitted to the distressed aircraft faced with an imminent landing.

Rate of Descent and Airspeed calculations indicated they needed a closer airport. They were advised of a disused airfield named GIMLI which the Captain knew from his military days at Gimli.

**THE GIMLI GLIDER**



As they became closer to GIMLI they realised they were a tad too high, the Captain declared he would have to slip it to get rid of some height quickly.

Capt Pearson began his manoeuvre balancing his aircraft on a knife



edge. Arriving at his flare point they suddenly became aware that there were people and cars near the runway. (fortunately, car racing had stopped for the day) otherwise it could have been a lot worse.

The pilots suddenly saw 3 boys cycling down the runway toward them. Completely unaware and unseen for the time being as gliders and aeroplanes make little noise, when gliding. The boys suddenly become aware and took off in a panic, peddling like mad!.



It really was race day at Gimli and a lot of people had an exciting end to their race weekend.

The outcome of the fuel loss was found to be new software fitted to this B767 was calculated in Kg's resulting in some confusion changing back to pounds

## AIR INTER FUEL LOSS



An Air Inter Airbus 330 – 200 was on a flight from Montreal to Lisbon when they appeared to be losing fuel, when in fact they knew they had loaded sufficient.

They were a couple of hours into the flight towards the Azores.

They were 126 miles to run when one of the engines flamed out and shortly the other failed.

Unaware of their real problem they were now a glider.

After the landing in the Azores they found out that a replacement hydraulic pump had been fitted which was close too and began chafing against a fuel line over a period of 60 hours before before failure. This began a serious fuel leak which wasn't detected for some time. The crew rebalanced the fuel and carried on, not suspecting a more serious problem had occurred. It was only when the right engine failed having discussed the previous fuel imbalance or faulty gauges because they knew they had started with sufficient fuel. What could be wrong?

Shortly afterwards the left engine failed and the aircraft was now a glider with about 126 miles from the Azores.

They made a successful landing bursting some tyres as brakes were the only way to stop the aircraft



All these incidents were successful glide approaches without injury.

Therefore large airliners appear to have a distinct advantage – Why not fly them up to their cruising level above the airfield and then shut down the engines and glide for 90% of the journey, restarting the engines for the final 10%.

Not only that, the passengers could benefit with a fuel rebate for the un-burnt fuel.

Engine maintenance would be less for sure.

The editor is surprised that the 'skunk works' at Lockheed haven't stumbled upon this wonderful idea?

Now where did I put that old slide rule, perhaps my original sums on scraps of paper are a bit wrong.

## ENGINE FAILURES

Referring to force landing sketch at top of page (1). There are simple but, very important rules to follow.

Engine failure, during take-off.

**DO NOT TURN BACK,**

**Lower the nose, trim for glide.  
Land ahead.**

By the time you have read this you will have lost 800/1000 ft already.

With no time left, as you plough through a hedge, phew!

A light aircraft cruising at 3,000 should be aware of the wind direction during flight if it is in front or behind, this is also a small saviour saving precious decision time, if you were flying at 10,000 ft it will take 10 minutes to get down to the biggest field which happens to be directly below and a guaranteed successful landing, because time is with you.

**Fly, fly, fly the aeroplane.**

**DO NOT TURN BACK**

Sadly those who try, fail to make it.

By losing sight of the facts before them, control of Rate of Descent and Airspeed, the aircraft has stalled, beyond recovery.

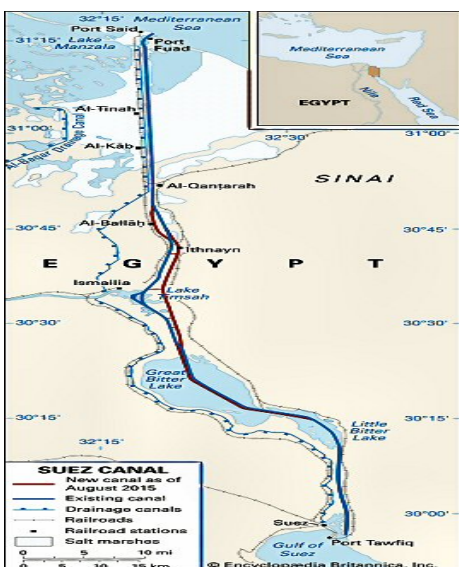


**DEREK CLAUSON**

1956 The editor of today's BUGLE, was at the Southern end of the Suez Canal, whilst Derek was at the Northern end unaware of each other, finally meeting about 2000.

During the Suez crisis Derek was on board a very rusty ship in charge of an army truck which carried a large artillery weapon.

**THE SUEZ CANAL 1956**



Approaching their imminent arrival at the Suez Canal, they began checking the equipment and discovered that the ammunition for the gun was the wrong size.

Fortunately the ship receives a message to return to the UK as hostilities had ended.

During the turn around the rusted moorings failed and the truck with its cargo slid overboard and sank.

This bizarre event probably led to his wonderful repertoire that he possessed, which made him the star turn on entering the bar with his mouth organ, spoons and reed flute and castanets.

A real character, who passed away recently, he will be sadly missed.

**OOOOPS.....**

Wonder who blamed who for these ground accidents / incidents.

The two light aviation business aircraft seemed to have arrived at an airfield too small for their manoeuvres, on the taxiways..

The larger aircraft appeared to be facing the wrong way at the jetblast deflector whilst doing pre-delivery checks.

At a full power check, the aircraft tried to climb up onto this very solid structure.

