AIR TRANSPORT

Fokker

100 gear
fails
AMSTERDAM

The first Fokker 100 proto-
type was damaged when the
starboard landing gear failed
during high-speed landing
tests at Amsterdam Schiphol
Airport on July 31. None of
the 12 people on board was
injured.
Fokker was testing fan
stresses on the Rolls-Royce
Tay engines in a 170kt
aborted take-off with full
reverse thrust. For practical
purposes the test was
performed as a high-speed
flapless landing with no lift
dumpers deployed. The land-
ing speed was to be 160kt,
followed by acceleration to
170kt after which full reverse
thrust would be applied.
During the acceleration to
170kt a strong vibration
occurred, which Fokker
believes to have been a violent
shimmy of the starboard main
undercarriage. The landing
gear torque link main fitting
attachment then failed and
the right-wheel sliding-
member assembly separated.
Full reverse thrust stopped
the aircraft in a controlled
manner, but the wingtip hit
the ground near the end of the
run, Fokker says. The star-
board landing gear main
fitting hub damaged the
runway over a distance of

1,500m. The wingtip, inboard
flap, and 2m of the outboard
lower wingskin are to be
replaced. The ailerons were
not damaged.
Fokker and undercarriage
makers Dowty are investi-
gating the incident, but do not
know yet what is needed to
prevent the shimmy. The
undercarriage has a "great
similarity" to that of the
Fokker F.28 but "it is cer-
tainly a strengthened and
modified gear", Dowty says.
The test programme is
continuing with the second
prototype, and Fokker says
the impact on the tests will be
limited. The damaged aircraft
had completed about 170hr
and is not expected to resume
flying for about five or six
weeks. Fokker says it is too
early to determine whether
the accident will delay certifi-
cation or deliveries, but
expects any delays to be
minimal. The Fokker 100
programme had already been
delayed. The first deliveries
were originally planned for
last April, but this has been
extended at least to the end of
November.

Lauda gets
his licence
VIENNA

Lauda Air will be the first
independent Austrian airline
to fly scheduled international
services next May. After 14
months of fighting, it received
its licence last week to fly to
Beijing and Sydney after

satisfying all of the Austrian
civil aviation authority's
requirements.
Lauda Air will fly once a
week from Vienna to Sydney
and Beijing, both via
Bangkok, using a Boeing
767-300ER. The aircraft is
scheduled for delivery in April
next year, to start services on
May 1. The airline is also
planning to start services to
Tokyo in 1989.
Austrian Airlines objected
to Lauda's plans throughout
the application procedure.
Lauda said: "This type of
licence application had never
happened before, so it was a
long procedure, but Austrian
Airlines could not stop it as we
fulfilled every requirement".
Austrian Airlines did not
want Lauda to start scheduled
international services even to
points which it does not serve.
The state carrier does not
yet have any long-haul
services, but is planning to fly
to New York and Tokyo in
1989 and is considering
Beijing soon after.
Lauda Air has an option on
a second 767-300ER, and is
considering taking the
aircraft at the end of 1989 and
applying for a licence to serve
South America. Its charter
operations now serve the
continent as well as sunspots
in Europe. The charter
market is "unbelievably good"
now, and this has led the
airline into the scheduled
arena, Lauda says.
The airline has been oper-
ating for eight years, and since
1985 Itas—one of the largest
tour operators in Austria—
has been a 49 per cent share-
holder.

The Fokker 100 programme is already about seven months behind schedule, but Fokker says that the recent incident should have a limited effect on its test programme

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NEWS SCAN

The USA and the Nether-
lands have signed a new
liberal bilateral air service
agreement. Dutch carriers
now also have rights to
Orlando, Florida, and US
carriers to any point in the
Netherlands.

Saudi Arabia's flag carrier,
Saudia, has banned smoking
on domestic flights of less
than 2hr—affecting 18 desti-
nations. It also plans to
reduce the number of smoking
seats on its international
flights.

Middle East Airline work-
ers have appealed to Lebanese
President Amin Gemayel and
other leaders in the nation, to
help get the country's airline
off the ground.

Fujairah Airport in the
United Arab Emirates will
open this September, accord-
ing to the nation's director of
civil aviation. It will have
a 3,750m runway and be
capable of handling all types
of aircraft.

Manchester Airport in the
UK is to have a new £27
million domestic terminal
within two years. The devel-
opment will ease passenger
congestion before the termi-
nal 2 development is finished
in the early 1990s, when 12
million passengers a year are
expected to be using the
airport.

East German carrier Inter-
flug appears to be considering
acquiring both the Tupolev
Tu-204 and the Ilyushin 11-96
for the 1990s. Both types are
illustrated in the airline's
publicity literature.

Dusseldorf Airport re-
corded a 12 per cent increase
in passengers in the first six
months of this year. It
handled almost 4-5 million
people and 20,000 tonnes of
freight. One third of all
German charter traffic passes
through Dusseldorf. The
airports new Terminal 2 was
built exclusively to handle
charter flights.

Scotland based Air Ecosse
has appealed to the Transport
minister and House of Lords
against the recent revocation
of two of its domestic routes.
It is still under Adminis-
tration, but was expected to
restart services in early
August.

FLIGHT INTERNATIONAL, 15 August 1