OPERATIONS: AI R TRANSPOR T

Lufthansa leases Berlin 737 base

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ufthansa has signed an agree-
i ment with the operator of
East Berlin's principal airport,
the Schoenefeld Airport Com-
pany, to rent up to three large
maintenance hangars.
The West German carrier's
aim is "to set up and equip an

overhaul base for Boeing 737
airliners".
Overhaul implies work to D-
check level. Investment in
modernising the base is expected
to total DM15 million ($9.47
million) between now and mid-
1991. Lufthansa says it would

SAS sells Swedish domestic stake

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candinavian Airlines System
(SAS) has confirmed weeks
of speculative rumour by selling
its 50% share in Swedish domes-
tic carrier Linjeflyg.
SAS president and chief exec-
utive Jan Carlzon says that even
though Linjeflyg has operated
independently ". . . without
interference from SAS, it now
seems correct to terminate our
ownership interests as the
market is liberalised".
The SAS share has been

bought for Skr475 million ($83
million) by Bilspedition, a major
European transport company
with interests in road-haulage
and shippling.
Linjeflyg links 25 Swedish
provincial centres through the
joint SAS hub in Stockholm,
carrying 7.7 million passengers
last year. The remainder of the
Linjeflyg is owned by AB
Aerotransport, one of three half-
Stateowned companies, which
owns 43% of SAS. •

lkg bomb wrecked Pan Am 747 "in 3s" T

he forward fuselage section
of Pan American Boeing 747-
100 N739PA separated com-
pletely within 3s of the.
improvised explosive device
(IED) exploding in the baggage
hold, says the report by the UK
Air Accident Investigation
Branch (AAIB).
The aircraft had been cruising
at 31,000ft (9,000m) for 7min
when the IED, containing lkg of
Semtex, detonated. Heavy sec-
tions of the aircraft fell on or near
Lockerbie, Scotland; lighter
debris was strewn over a trail
130km long. All 259 people on
board and 11 Lockerbie residents
died.

"The initial explosion trig-
gered a sequence which effec-
tively destroyed the structural
integrity of the forward fu-
selage," says the report. "Little
more then remained between sta-
tions 560 and 760 than the
window belts . . . although
much of the cargo-hold floor
structure appears to have re-
mained briefly attached."
The aircraft immediately
nosed down and rolled left,
"... probably as a result of
inputs to the flying control

cables by movement of the struc-
ture". The sudden rolling torsion
destroyed the left window belt.
This led to sharp starboard
deflection of the forward
fuselage, pivoting about the star-
board window belt and then
peeling away, striking the No 3
engine and causing it to detach.
All this happened in 3s.
The structure and contents of
the forward fuselage then dam-
aged the tailplane. Descent steep-
ened, structure continually
breaking away from both sec-
tions, until descent was vertical
at 19,000ft and the fin started to
disintegrate—probably as a
result of flutter. Yaw sideload
caused the remaining three en-
gines to detach complete with
pylons, and rear fuselage break-
up occurred probably as a result
of loads induced by yaw.

The only airborne fire was in
an engine and the main ground
fire was associated with the wing
tanks. A section of cabin floor
and baggage hold and three land-
ing gear units hit the ground
close together.
The complete main wing
structure impacted with a high
yaw angle. D

otherwise have had to extend its
already considerable capabilities
at Hamburg to meet the in-
creased need for 737 mainte-
nance brought about by an
expansion in its 737-300 fleet
and the arrival of its 737-500s.
The work should create 670
jobs, says Lufthansa. Recruit-
ment began last week.
Lufthansa's scheduled services
to Schoenefeld start on 28 Octo-
ber, making 737 maintenance
services at turnaround and
B-check level also important. . D

Bumped

passenger

can fight back
Airline passengers "bumped"
XVfrom overbooked flights can
sue the airline for damages, a US
appeal court judge has ruled.
Judge Dorothy Nelson of the
San Francisco Appeal Court
found that the US Airline De-
regulation act of 1978 (which
bans direct state regulation of
airlines) does not prevent a pas-
senger from suing under or-
dinary state law for harm caused
by airline practices.
The ruling allows Montana
patent lawyer William West to
sue Northwest Airlines. West is
seeking punitive damages from
Northwest for selling restricted
tickets that cannot be exchanged
or refunded but which subject
the passenger to "bumping"
(being turned away because the
flight is overbooked).
Federal law only allows a
"bumped" passenger to get a
ticket price refund up to $200 if a
substitute flight is more than
60min later, or twice the amount
if delayed more than 2h.
West was represented by con-
sumer champion Ralph Nader's
Public Citizen Litigation Group,
a civil rights advocate group.
West could be awarded size-
able damages if Northwest is
found to have acted in bad faith
under Montana law. He was
"bumped" from a flight from
Great Falls to Arlington in
September 1986. •

BAe controls

One-Eleven

corrosion
B

ritish Aerospace is close to
completing corrosion-con-
trol work for One-Eleven op-
erators under the airworth-
iness-assurance task-force proce-
dure—although the final part of
its earlier structural-modification
programme is behind schedule.
Paperwork covering corro-
sion-control proposals by the
ageing-aircraft study group is
complete and BAe is now accom-
modating industry comment.
Final integration of the corro-
sion-control programme into the
One-Eleven maintenance plan-
ning guide is imminent, accord-
ing to assistant chief structures
engineer Peter Bashford.
The final structural modifica-
tion work involves renewing fu-
selage-skin lap joints before
85,000 cycles have been re-
corded. BAe aims to set a life of
105,000 cycles for modified
aircraft.

This third part of the One-
Eleven modification programme
has slipped three or four months
from the original late-1990 target
date. Bashford says that the One-
Eleven industry task force work-
ing group hopes to have a US
Federal Aviation Adminstration
(FAA)airworthiness directives in
place by mid-1991.
The second part of the pro-
gramme, covering One-Eleven
rear pressure bulkhead door re-
building with new thicker cross
members and door skin, is essen-
tially complete. This "lowest
priority" work was developed by
USAir and can be done in a few
days "in the field", says Bashford.
The next One-Eleven industry
task force consideration is to
develop a programme to assess
past repairs from a damage-tol-
erance viewpoint. A third meet-
ing of the One-Eleven task force
in a few weeks' time will con-
tinue to generate guidelines for
operators to do their own work.
The FAA has invited comment
by 9 October on proposed struc-
tural modifications to One-
Eleven Series 200 and 400
aircraft. •