GENERAL AVIATION

ALENIA'S BUSINESS-AIRCRAFT SIMULATION
Italian manufacturer Alenia has begun training with its first simulator, produced in collaboration with New York-based CAE-Link. Located in Naples, the VS-certificated three-degrees-of-freedom training device simulates operations in a twin-engined turboprop business aircraft.

Cessna warns 400-series owners

BY GRAHAM WARWICK
IN ATLANTA

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essna has instructed owners
of 400-series twins to in-
spect fuel-tank fuel-inlet float
valves every 200h. Abnormal
wear of a float valve is the
suspected cause of the 19 June,
1992, crash of a Cessna 402C on
a Grand Canyon sightseeing
flight. The pilot and nine pas-
sengers died.
The Adventure Airlines air-
craft crashed shortly after take-
off from Grand Canyon West
Airport, Arizona, on the return
flight to Las Vegas, Nevada. Vid-
eotapes recovered from the
wreckage show that the right
engine lost power during a right
turn at low altitude, says the US
National Transportation Safety
Board (NTSB).
The video evidence shows the
pilot reaching between the front
seats to where the fuel-selector
handles are located, says the
NTSB. Examination of all six
fuel-inlet valves showed similar
abnormal wear and one from the
right wing could be made to
stick in the open position. This
may have allowed air to enter
the right-engine fuel system, in-
terrupting the flow.
Adventure's operational proce-
dures call for take-off from
Grand Canyon West with the
minimum allowable fuel in the
wing tanks. The NTSB believes
that "...frequent operations with
partial fuel levels cause excessive
repeated float movements and,

in turn, cause abnormal wear".
Examination of other Cessna
402Cs used for air-tour opera-
tions has revealed similar wear.
The Board has called for "ur-
gent action" from the US Federal
Aviation Administration and
Cessna. It wants to revise the
minimum fuel quantity for take-
off to preclude air entering a
malfunctioning valve; to deter-
mine the rate of wear and estab-
lish an inspection programme;
and to determine whether the
present pass/fail pneumatic in-
spection can detect wear.
Cessna says that reduction of
the inspection interval from
600h to 200h is a quick re-
sponse and suggests that further
action could follow examination
of the inlet valves from the
accident aircraft, which have
now been handed over to the
manufacturer and the FAA. •

NEWS IN BRIEF

TURKISH CITATIONS
The Turkish State Airports
Authority (DHMI) has pur-
chased two Cessna Citation
Vs. The aircraft will be
equipped with a microwave
landing system (MLS) and
semi-automatic flight-calibra-
tion equipment. Delivery of
the two Cessnas is scheduled
by the end of 1993. The
DHMI is also planning to
upgrade its two Beech King
Air 200 calibration aircraft
with new MLS equipment.

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rally anticipated?

Have Global Navigation
Satellite Systems
(GNSS) come just in
time to avoid the huge
expense of buying Mic-
rowave Landing Systems
(MLS)?
Can civil aviation afford
to take the risk of adopt-
ing a system that could
be switched off - or
downgraded - by the
military at any time?

How are the alternative
systems being evalu-
ated?

i Who will have the greater
say in the final choice of
system - the airlines or
the regulators?
• What will it cost - and
how will it be paid for?

How will a final decision
be made?

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