CAUTION

SAFETY REMINDER

BE SURE CONTROL LOCKS ARE REMOVED PRIOR TO TAKE-OFF

March, 2008

TO: ALL OWNERS AND OPERATORS, HAWKER BEECHCRAFT SERVICES, CHIEF PILOTS, DIRECTORS OF OPERATIONS, DIRECTORS OF MAINTENANCE, ALL HAWKER BEECHCRAFT AUTHORIZED SERVICE CENTERS, AND INTERNATIONAL DISTRIBUTORS AND DEALERS.

MODELS: ALL HAWKER BEECHCRAFT MODELS

SUBJECT: CONTROL LOCKS

Maybe the above message appears rather basic to you – we thought so too because it is a part of every HAWKER BEECHCRAFT Pilot Handbook and Checklist. But please read on. THIS MESSAGE IS IMPORTANT!

In 1969, there was a fatal accident involving a BEECHCRAFT because the control lock was not removed. The National Transportation Safety Board’s (NTSB) investigation of two more fatal accidents in 1971 disclosed that in each instance the pilot had failed to remove the flight control gust locks prior to take-off. Of the three aircraft examined, none had the throttle guard installed. However, all had the elevator and aileron pin installed, and one had the rudder pedal lock installed.
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Under the conditions described above, the warning device which provided for pilots’ safety – the throttle guard – was not in position to prevent throttle movement and warn the pilot that the controls are locked. Of course, movement of the aileron or elevator controls through its travel, which is called for in all pre-flight procedures prior to take-off, would have told the pilot the lock was on. Nevertheless, these pilots did not follow pre-flight procedures and these accidents therefore occurred.

Twenty-three accidents involving control locks – in planes produced by 10 different manufacturers – were reported by NTSB during the years 1964 through 1969 (only available records). These included the one Beech Airplane referred to above and one other Beech Airplane. The others involved 17 different models of the nine other manufacturers. So it is vital that pilots make absolutely certain they release control locks in any airplane.

Although control lock removal is the pilot’s responsibility, we are always trying to find ways to improve safety. Therefore, we are doing something about the NTSB’s suggestion that all aviation manufacturers look at the type of gust control locks used to see if they can be made more foolproof. We also feel that you, as an aircraft owner or operator, should be given the benefit of these findings and cautioned about being sure the control locks are removed.
HAWKER BEECHCRAFT is doing two things:

1. The control locks on all HAWKER BEECHCRAFT airplanes are being studied with the objective to design a lock that is adaptable to all present HAWKER BEECHCRAFTS. We are convinced, however, that no design for this type of safety equipment can ever be completely fool-proof without being so cumbersome that it would not be used or without sacrificing the integrity and purpose of the original design of the airplane. Thus the caution placard will always apply.

2. We have sent you this Communiqué to advise you of this potential safety item. We suggest that:

   A. When using the control locks furnished with your airplane, use the complete lock – rudder – elevator and aileron – throttle. When used as designed and per instructions, the pilot has adequate warning to prevent take-off with the gust lock engaged. Remove control locks before take-off.

   B. During pre-flight of your airplane, inspect to be sure the control gust locks are not installed prior to take-off. If installed, remove prior to take-off.

   C. Prior to take-off roll the ailerons, flaps, elevators and rudders should be activated through their complete travel to insure they are not restricted for any reason. Any cause for restriction should be removed prior to take-off.

   D. Do not use a make-shift control lock. Investigation of one of the accidents above indicated a pilot had stuck a nail into the control column as a control lock and attempted a take-off at night. Use only the control lock designed for your airplane and use it as instructed.

We at HAWKER BEECHCRAFT are interested in you and your safety. When we have information you should know about for safer flying we will be issuing additional safety communiqués.

If you have any technical questions, please contact Hawker Beechcraft Corporation Technical Support at 1-800-429-5372 or 1-316-676-3140.