

GLIDING FLIGHT SAFETY

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CANOPIES 1



There were several incidents last year, and indeed another just this month, where the crew member on vacating the aircraft, managed to dislodge the canopy gas strut with their parachute pack. Heads being harder than Perspex the result in most cases was that as the canopy dropped onto the crewmembers head it caused the canopy Perspex to crack. The canopy Perspex is expensive and very time consuming to replace, which means that you loose an asset and the organisation loses more funding that could have been put to better/more productive use. Please take greater care when getting into/out of the aircraft, also pay particular attention, and give assistance to, the trainee while he/she is doing the same.

CANOPIES 2

Viking operators also had a spate of canopy incidents last year. We know that the canopy lanyard dog clip is very susceptible to weakening and will sometimes stretch sufficiently for it to become detached from the canopy eyelet. In fact I personally experienced this when, during my CFS standardisation checks, noticed that the rear cockpit dog clip was spreading whilst under load. i.e. while supporting the weight of the canopy. In this instance the lanyard assembly was replaced and all was well. The point here is that the assembly needs to be checked every time the canopy is opened. A check during the BF is not sufficient, as during the day, the canopy could easily be opened in excess of a hundred times causing an already weak dog clip to fail completely. Please get into the habit of checking the lanyard every time the canopy is opened from the outside and if opening it from the inside, ensure that the lanyard is fully taking the weight before letting go of the canopy.



CABLE HANDLING

We brief for it, but I have never seen it happen. We tell staff and cadets to hold the launching cable a particular way, so that if the cable is snatched it will safely leave the holders hand. Last year a young cadet was saved from receiving injury because he followed this advice. All launch point supervisors and briefers of visiting cadets, please ensure that your briefing and supervision is up to standard and all cable orderlies handle this potentially lethal piece of equipment correctly and with care.

LOOSE ARTICLES



I get fairly regular reports from the engineers about loose articles found in our aircraft. What disappoints me most is that the majority of these FOD items are found under the Vigilant right seat and the Viking rear seat. Now unless we've changed policy and we allow our trainees to fly from the right or rear seats – these loose articles are emanating from the instructors. During my FS visits, I get the impression that squadrons are well up on checking trainees for loose items, but it would seem that they themselves are entering the cockpit with their own potential FOD. This is not acceptable. Check your

trainee and then check yourself. Only take into the cockpit those items necessary for the sortie. Ensure that pens do not have bits that can fall off like tops, clips etc. If you're wearing outdoor clothing under your flying suit, ensure that the pockets are empty. Lets have a FOD FREE 2011.

ENGINEERING As I used to be one (An Engineer that is) the guys at SERCO and I are in regular communication. They raised an issue the other week regarding the tailwheel axle bolt on both types. In the pictures you will see a corroded bolt and a bent one. The corroded bolt is from a Vigilant axle and is in this condition because the basic engineering practice of greasing the bolt before fitting was not followed and nearly made it impossible to remove. In the second photo, the bent bolt from a Viking could only have got that way due to a heavy landing. The worrying thing is that this heavy landing was not reported. Flight Safety must be at the forefront of everyone's mind, and it is



essential, for the safety of all who fly in our aircraft, that such events are reported. This is so that the engineering team can properly investigate to determine if there is any underlying critical, damage developing and rectify it, before the aircraft is released for service. There will be no stigma attached to units who report even suspect heavy landings.



SUNSET TIMES It would seem that the sunset time displayed on the met forecast is only a generalisation. For more accurate information go to:

<http://www.usno.navy.mil/USNO/astronomical-applications/data-services/rs-one-year-world/?searchterm=sun%20set> or: <http://www.sunrisesunsetmap.com/>

DFSOR We have now been using the DFSOR as an occurrence reporting tool for nearly two years. As expected the changeover had its niggles and problems, but judging by the quality of reports crossing my desk, most seem to have accepted the change without too much fuss. However to maintain this impetus, I would like to take the opportunity to remind everyone on some key issues:

1. The DFSOR is to be used for reporting ALL occurrences. That's Incidents as shown in the TGO Sect 600 guide, Airprox, Birdstrike, Infringements, and anything deemed to be a near miss; i.e. an incident that nearly happened, but for the intervention of another person etc. Also to be reported are Flight Safety Hazards/Observations.
2. As much, pertinent, information as possible should be included in the report. This is particularly important for engineering occurrences so that the engineers can make informed guesses as to what caused the fault rather than flounder around in the dark looking for something to pin the problem to. However there is no need to give the life history of the aircraft and its sortie profiles up to the point of the occurrence – unless they are relevant, just keep to the facts.
3. DO NOT SHOUT.... In other words, write the narrative in sentence case. Also do not put names and places into the narrative as there may be occasions when ASIMS will not want to release those details.
4. Only fill in pages one and two. The remainder are for me and the engineers to compile.
5. The DFSOR should leave your unit within two working days (for incidents). Please do all you can to make this so. The DFSO is available in many places and electronic

copies can be held on personal computers. The compiled form can be sent to me from any computer using the BADER network.

5. Anyone can submit a DFSOR. There is no need for the report to be released by an officer/senior instructor. It would be good supervision though if a responsible adult (UFSO?) were to scan the report and correct any glaring errors/omissions before it left the unit. Incidentally, as they pass over my desk before being uploaded into ASIMS, I will inevitably act as a filter. That doesn't mean I will stop them going any further, instead I will likely give the reporter a call to ensure that the facts are correct.

6. Email the report to me at: occurrences@atc.raf.mod.uk if you want to send it to any of my alternative email addresses, fine, but make sure it goes primarily to the occurrences mail box as this one is monitored if I am away.

7. Please direct any questions to me on any of my usual numbers or email addresses, before or after submission.

GASIL Most will know of GASIL – General Aviation Safety Information Leaflet. This is a similar tool to this STOP PRESS, but published by the CAA. I would encourage everyone to read this leaflet whenever it is published as it often contains information pertinent to all aviators. It can be found at: www.caa.co.uk/gasil.

2012 OLYMPIC GAMES There are to be airspace restrictions associated with the 2012 Olympic Games. Some squadrons will be affected, but until I have liaised with 22 Trg Gp Airspace people, I don't know to what extent. Those squadrons affected are not to go haring off trying to organize their own individual solutions as this will just muddy the waters. I will be coordinating the efforts for the VGS and will let you know what the outcome is in good time. In the meantime you can find out about the proposed restrictions at: <http://olympics.airspacesafety.com/> which provides useful information which may be applicable to those engaged in private flying.

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