

EXECUTIVE SUMMARY - 409TH UKFSC SIE MEETING – 13 NOVEMBER 2012

1. **Super Puma ditching 22 Oct. Indications of MGB oil pressure failure in 3000ft cruise N of Aberdeen. Emergency system activated but also indicated failure. Crew broke cloud at 300ft amsl, tracked towards nearby surface vessel and conducted controlled ditching alongside. (5.1)**
2. **LET410 engine failure after rotation at IOM, PF closed throttles and landed straight ahead. (5.1)**
3. **B737-800 RTO at GLA. Fumes in cabin called by CC, high speed RTO and successful evacuation. (5.1)**
4. **Series of A-330 RR Trent fan failures under investigation. (5.1 & 5.5)**
5. **A-330 at JFK. Nosewheel cocked by approx 90° on approach but straightened as MLG touched down. Fault traced to a blockage in the NWS hydraulic system. (5.5)**
6. **A-320 mid-air collision with military helicopter near Damascus, major damage to fin/rudder assembly but safe landing for A-320. Helicopter destroyed. (5.5)**
7. **A-320 incident on approach to Dublin. Aircraft levelled manually at FL340 using approx 1.7g. 4 x cabin crew members fell over, one suffering a broken leg. (5.6)**
8. **LGW A-320 heavy landing. Initial touchdown was 1.7g and aircraft bounced to 11ft, SEC logic deployed the spoilers as thrust levers were at flight idle. Second arrival was 3.7g. Implications for FDM and maintenance actions. (5.7)**
9. **Aircraft evacuated on-stand at GLA after the cabin started to fill with smoke. Capt was already in the cabin, evacuation was ‘non-standard’ as pax evacuated via airbridge and 3 slides. (5.9)**
10. **A-330 diversion to Keflavik from Atlantic tracks. Vibration and popping noise, N2 vibration out of limits. Blade loss from intermediate turbine (RR Trent). (5.9)**
11. **B-767 taxi accident in Nigeria. Crew entered congested apron and initially followed marshaller’s directions. FO was ‘heads out’ of an open window and called the Capt to stop. Winglet had cut into the elevator of an adjacent B-747. (5.12)**
12. **2 x B737NG tailstrikes causing minor damage to tailskid shoe. (5.13)**
13. **SOP changes following configuration warnings and incorrect flap settings. (5.13)**
14. **Cabin crew call chime protocols differ between Boeing and Airbus, similar incidents led to different outcomes on RTO decision. (5.13)**
15. **6 x Q400 engine failures in 2 months, all with different root causes. (5.14)**

**Dai Whittingham
Chief Executive
22 November 2012**