

EXECUTIVE SUMMARY – 428th UKFSC SIE MEETING – 20 JANUARY 2016

1. **4-engined aircraft failure of all attitude sources at night. Spiral dive upset after inadvertent cloud during visual recovery; PF attributed early recognition of the upset to UPRT 6 months previously. INU failure during prolonged ground running a known issue but not reported because undocumented reset ‘fix’ was available; no reports, no trend information, so no remedial action. (5.2)**
2. **Helicopter pilot incorrectly identified vortex ring entry (VR) during high hover at night, descended though 100ft during VR recovery. Changes to training to raise awareness that VR parameters do not always mean VR conditions. (5.2)**
3. **2016 Airprox total of 216 incidents 20% up on 5 year average. Drones involved in 30 incidents (6 in 2014) and in all 6 Cat A events with CAT. (5.5)**
4. **Carriers operating into Mali being invited to turn off all lighting to reduce threat from small arms and MANPADs! Risk assessment...? (5.6)**
5. **B757 jet blast damage to other aircraft, high power required for upslope turn against live engine. Single engine taxi not always most sensible option. (5.7)**
6. **EC135 Murphy detected during dual control fit/remove. Electrical shunt plugs inadvertently switched between collective and cyclic. Component is identical apart from internal wiring and small external label. (5.8)**
7. **A320 tail strike after soft landing; experienced PF kept applying nose-up inputs in the belief aircraft was floating. Scrape heard on flight deck, identified as landing bounce, more damage on TOGA selection. (5.10)**
8. **Startle factor apparent during brief stick-shaker event on approach in turbulence. (5.12)**
9. **Flap asymmetry incidents thought to be change of lubricants leading to sticking micro-switches. (5.12)**
10. **Noticeable increase in admin workload from EU 376/2014. (5.12)**
11. **Engine fuel leak on ETOPS sector identified from flow checks. Pipe not properly sealed at manufacture. (5.13)**
12. **Collision with tug after pushback, tug disconnected without warning, brakes not yet applied because crew thought pushback still incomplete. (5.14)**
13. **B737 flap malfunctions being diagnosed via PFDs. One crew used non-QRH process, unsuccessful attempt to use ground fix in the air. (5.15)**
14. **Readership of safety publications being reduced by change to electronic format only. (5.15)**

Dai Whittingham
Chief Executive
29 Jan 2016