

**EXECUTIVE SUMMARY – 432<sup>nd</sup> UKFSC SIE MEETING – 7 SEPTEMBER 2016**

- 1. Drone Airprox at Cowdray Park with arriving helicopter, drone in close formation only a few feet beyond rotor disk. US citizen unaware of UK regulations, conducting aerial work. (4.3)**
- 2. E-3D Sentry smoke and fumes in the cabin, smoke detectors also operated. Source not identified, smoke dissipated after drills but re-appeared. Hot TRU in avionics bay. Limited performance of emergency oxygen system traced to faulty aircraft LOX converter. (5.1)**
- 3. Severe vibration during AS350BB mountain landing and fire. Aircraft destroyed. Accident investigation looking at 6 possible causes of damage to main drive shaft; sloping ground limitations temporarily increased. (5.1)**
- 4. Puma precautionary field landing following engine fire indication and fire bottle discharge. (5.3)**
- 5. 60% of reports received by CHIRP over the summer period were fatigue-related. Pre-EASA FTL experience being ignored? (5.4)**
- 6. Engine fire warning during Barcelona departure traced to cleaning rag left between engine and fire wire. (5.7)**
- 7. Pegasus FMC (B767) dumping data when standard Oceanic offsets entered. (5.7)**
- 8. Incidents of asymmetric thrust on take-off. Crews not waiting for stable N1, possible SOP issue. (5.8)**
- 9. Early flap retraction during Config 3 departure following PF comment “Climbing well at Flap 3”, PM started flap retraction. Fatigue? (5.8)**
- 10. 2L Milton vacuum jug came apart during service, badly scalding an infant who required hospital treatment. Spot check found 3 other jugs with similar fault. Accident or not? (5.9)**
- 11. A330 contact with incompletely stowed airbridge at Las Vegas. Docking system in standby, wing walkers being used but white ground markings on white concrete were almost invisible. (5.9)**
- 12. Battery packs overheating when charged from IFE USB port. (5.9)**
- 13. ‘White van man’ runway incursion to RTO at 80 knots; driver on a different frequency. (5.10)**
- 14. Captain entered 51.7 tons instead of 57.1 into the FMC, not picked up on cross-check. Airborne 6 knots slow for weight. (5.10)**
- 15. Hot and high operations causing problems with tyre limiting speeds. (5.10)**

- 16. Twin Otter: rudder restriction on landing caused by interference between pedal and incorrectly installed demister hose. (5.11)**
- 17. Seneca unsafe gear, incorrectly fitted trunnion. (5.12)**
- 18. B787 at LHR, RUNWAY DISAGREE warning on take-off, captain elected to continue. Late runway change. (5.15)**
- 19. B757 moved after arrival on stand at Leeds Bradford. ECAM indicated brake set but FDM showed otherwise. Cable fouling. (5.16)**

**Dai Whittingham  
Chief Executive  
21 September 2016**