

EXECUTIVE SUMMARY – 439th UKFSC SIE MEETING – 14 NOVEMBER 2017

- 1. SAS Ireland and CargoLogicAir admitted as UKFSC members. (7.1)**
- 2. B-737 on approach (Russia), slow speed event while configuring for landing, LOC when power applied, major pitch and roll excursions. (5.1)**
- 3. Multiple smoke and fumes events reported on 16 Oct, 32 notifications to AAIB, 68 MORs, several diversions, MAYDAY calls and use of crew oxygen, all attributed to unusual atmospheric conditions. Problems with donning, comms and vision with crew oxygen masks. (5.1)**
- 4. Jetstream damaged when crew member jettisoned door into still-turning propeller disc. (5.1)**
- 5. 3 accidents involving falls from height and/or the incorrect use of high-lift platforms. (5.3) (5.15) (5.21)**
- 6. Helicopter collective pitch restriction; increased collective produced nose-down pitch input. (5.3)**
- 7. Studies into drone collision effects being extended to fast jet and propeller-driven aircraft. (5.4)**
- 8. Freedom of Information request: journalists seeking access to text of MOD safety occurrence reports. (5.4)**
- 9. Discussion of EFB policy, possible security concerns from private use and non-company network for updates, iCloud and Dropbox security. Caution on use of ‘generic’ iPad cables. (5.5)**
- 10. Academic study into fatigue and nutrition: hydration is an important factor when dealing with fatigue. (5.5)**
- 11. Duty-holder expectation of ‘no transponder = no flight’ not fully reflected in orders. (5.8)**
- 12. N Sea crew protection equipment causing injuries; remedial measures being delayed because of low reporting rate. (5.9)**
- 13. Autopilot-generated low speed event during noise abatement departure. (5.10)**
- 14. Helicopter crew operating close to base expedited landing after GEN HOT then GEN FAIL warnings. Rapid shut-down and egress at landing spot after paint observed starting to blacken. (5.12)**
- 15. S92 power interrupt during shutdown tripped trim system, collective pitch reverted to neutral position, light on wheels and near dynamic rollover. (5.12)**

16. **Discussion on risk transfer for ATC or airport operator decisions to close runways. (5.14)**
17. **Non-adherence to MP (short cuts) led to trapped engineer. (5.15)**
18. **A330 ground running for 2 hours in freezing conditions, crew then omitted 50% N1 controlled ice-shedding period, serious engine damage. (5.15)**
19. **Checks during recruitment process revealed pilot applicant without the correct licence, having declared ATPL(H).**
20. **Wake encounters with upset, despite correct spacing. (5.21)**
21. **Cleaners left unsecured gash-bag on stand, pillow ingested on start. (5.22)**
22. **Coffee spill over centre console leads to diversion and replacement of 10 control boxes. (5.23)**

**Dai Whittingham
Chief Executive
UKFSC
24 November 2017**