



SAFETY

BMAA SAFETY ALERTS

Pay attention at the back!

As part of our ongoing drive to keep you alive, BMAA Chief Technical Officer **Ben Syson** kicks off a new monthly series of crucial safety updates

“ The internet has made it easier and faster than ever to communicate, but it’s actually harder to communicate reliably

IT’S a funny old world. The internet has made it easier and faster than ever to communicate, but the resulting explosion in the methods – and quantity – of communication means that it’s actually harder than ever to communicate reliably.

This is a real problem for those of us trying to distribute important safety information. In the old days, as long as you opened your post, you could be sure to know everything you needed to know.

These days you need to register with countless different agencies, remember to review numerous websites, and regularly check your spam folder.

In an effort to improve matters for BMAA members, starting this month we’re introducing a monthly list in *MF* of the most important information. All BMAA members receive *MF*, so this is as reliable a method of communicating as possible.

Please make it a habit to scan through the monthly *Safety Alerts* for anything that affects you. The plan is to keep the entries short and sweet: just a headline and where to go for more information. The alerts are being duplicated on the website for posterity.

Here’s May’s list...

BMAA Ref: BSA-1905-0001

Category: Airworthiness
For: All BMAA inspectors / All aircraft operators
Title: CAA Safety Notice SN-2019/003 published

Description: Safety Notice: inspection of safety harnesses following failure of harnesses in otherwise survivable accidents. Important that all inspectors are familiar with this. Available on CAA website (Google SN-2019-003).

BMAA Ref: BSA-1905-0002

Category: Airworthiness

For: Ikarus C42 operators / BMAA inspectors

Title: TLAC Owners Service Bulletin OSB 32 issue 1 (TIN-03-2018) published

Description: Service Bulletin: inspection of nose-wheel steering pushrods for abrasion damage due to contact with cabin-heater air-intake hose. Available from TLAC.

BMAA Ref: BSA-1905-0003

Category: Airworthiness
For: Operators of aircraft with Jabiru engines / BMAA inspectors

Title: Jabiru Overhaul Manual JEM0001-13 published

Description: Up-issued overhaul manual for Jabiru 2200 & 3300 aircraft engines. Available on Jabiru website.

BMAA Ref: BSA-1905-0004

Category: Airworthiness
For: P&M (including Pegasus & Mainair) flexwing operators / BMAA inspectors

Title: P&M SB109 issue 2 published

Description: Service Bulletin: component life extension by inspection procedures. Now includes Mainair machines, and other changes. Available from P&M Aviation.

BMAA Ref: BSA-1905-0005

Category: Airworthiness
For: Operators of aircraft with Rotax 912iS engines / BMAA inspectors

Title: MPD 2019-004-E published

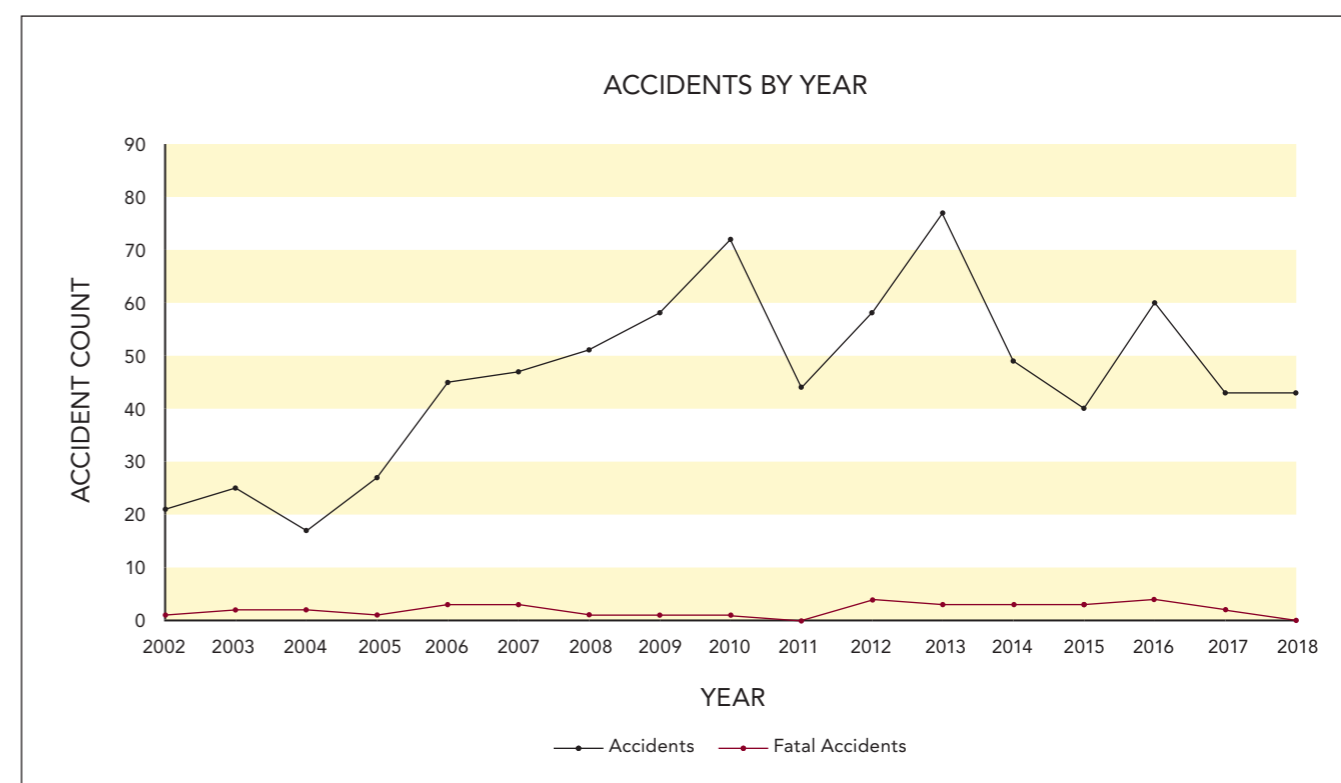
Description: Emergency MPD: leaking fuel pumps on fuel-injected Rotax engines. Available on CAA website (Google MPD-2019-004). □



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Alive is good

There were no fatal accidents in 2018. Let’s keep it that way, says **Stuart Buchanan**



LET’S start with the good news: there were no fatal microlight accidents in the UK in 2018.

That’s only the second time we’ve had a fatality-free year since 2002, so we can all give ourselves a small pat on the back for not killing ourselves while flying.

That’s obviously great news, but sadly it’s likely a statistical outlier rather than a reflection of us all becoming more careful Sky Gods.

On average, there are two fatal microlight accidents a year, with some bad years and some good. If we manage to make 2019 a fatality-free year as well, that would be cause for a real celebration.

The wider picture is tentatively positive as well. At the time of writing, there have been 43 accident reports published by the AAIB for 2018 (publishing of reports tends to lag a little), the same as 2017, and a bit of a drop from the numbers 10 or so years ago.

As has been the case for some time, a clear majority of accidents are the result of poor decision-making: flying in unsuitable weather, continuing a bad approach, not going around after a bounce, etc.

The PPL(M) syllabus has been revised and expanded to address this, as it’s recognised as a major safety issue.

For those of us who already have our licence, the recently introduced BMAA Wings scheme offers an excellent opportunity to improve our skills, including decision-making skills, which will make us safer pilots.

So, what safety lessons can be drawn from 2018?

Go around early and often

Most of the accidents were during landing (75%), often in conditions that were gusty, thermic, turbulent or crosswind.



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▷ With the benefit of hindsight, some pilots noted that they should have executed a go-around, while others made the decision to go around too late to be effective or failed to execute it successfully.

Making the decision to go around early and practising the manoeuvre to ensure it can be executed correctly would help avoid some of these accidents.

The BMAA has also developed a new Strip Skills Course which would help tackling tricky strips and conditions safely.

Get a proper checkout on a new aircraft

Lack of familiarity with the aircraft was a significant cause of accidents, accounting for seven accidents. Two occurred where the pilots were on their first flight in a new (to them) SSDR aircraft.

We can't take an experienced pilot with us on our first flight in an SSDR aircraft, but we should definitely spend the time getting a good briefing on the handling characteristics from a pilot experienced on the type.

If moving from a "fast and heavy" microlight (say a P&M QuikR or Ikarus C42) to SSDR, it might be worth spending some time in a lighter two-seater with an instructor, to remind ourselves how they handle differently.

Check your electrics

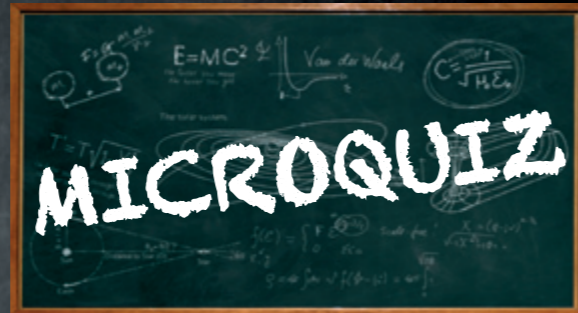
An electrical fault caused a fire in the cockpit of a microlight during take-off, in what I think is the first such case in the UK.

The pilot dealt with it superbly, declaring a Mayday and landing immediately, to be met by the airfield fire service.

We are adding more and more electrical equipment to microlights, such as transponders, GPS, moving maps, PilotAware, heated socks and so on.

As a result, we're putting more load on the aircraft's electrical system and making modifications to add charging sockets, so we need to make sure that we're taking as much care over the electrical safety as we would over the fuel lines – ensuring the wires aren't rubbing, getting caught etc. □

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- 1 What is the maximum total weight authorised for a two-seat landplane equipped with an airframe-mounted total-recovery parachute system in the microlight category?
 - a 450kg
 - b 472.5kg
 - c 495kg
- 2 When flying over congested areas, an aircraft shall not fly lower than 1000ft above the highest object within...
 - a 500m
 - b 1000m
 - c 600m
- 3 When operating under Special VFR, the aircraft must operate below a speed of...
 - a 250KIAS
 - b 165KIAS
 - c 140KIAS
- 4 Lines connecting areas of equal pressure on a Surface Pressure Chart are called...
 - a isogonals
 - b cells
 - c isobars
- 5 Anabatic winds flow...
 - a up slopes
 - b down slopes
 - c from the sea to the land
- 6 When two air masses come into contact with each other and the warm air makes an incursion in the cold air, it creates a...
 - a frontal wave
 - b warm incursion
 - c frontal ridge
- 7 An F215 provides information on...
 - a aerodrome-specific conditions
 - b forecast weather below 10,000ft
 - c winds aloft
- 8 An F214 provides surface wind information.
 - a True
 - b False
 - c False. This is provided by the F215
- 9 What is the correct order for a four-stroke engine cycle?
 - a Induction, power, compression, exhaust
 - b Power, induction, compression, exhaust
 - c Induction, compression, power, exhaust
- 10 A jet with a wide bore will provide...
 - a a lean mixture
 - b a rich mixture
 - c a lot of air to the combustion chambers

MF's quizmaster Lawrence Bell is the developer of QuizAero, the online ground school for microlight student pilots, quizaero.co.uk.

Answers on p25



If you want something done...

...ask a busy man. Merv Middleton interviews human dynamo Dennis Pearson

DENNIS is the operator of Chiltern Park airfield in rural Oxfordshire, and after a few minutes chatting with him, you'll rapidly identify the depth of aviation experience he has.

Even more importantly, you'll be aware of the sheer number of projects and plans he is running with: converting a double-decker bus into a bespoke mobile home, organising South Korean adventure challenge TV shows, managing the Stearman wingwalking team – the list is endless.

This is one busy and determined man. By his own admission, he can be rather blunt and intolerant of fools, much preferring matters to run his way.

He is also the first to admit that his long-standing wife Julie is really in charge, and that without her he would be rudderless – or as he said to me: "she lays a mean decking", referring to the recent rebuild of the clubhouse external areas.

If and when you visit Chiltern Park, try and pin Dennis down with a brew. He has 31 years of light aviation experience and quite a few entertaining stories. It'll be time well spent.

Above Dennis and wife Julie

What did you want to be when you grew up?

An adult, then when I did, I wished I was still a kid! I wanted to follow my brothers into the Army, but that never worked out.

Do you have a favourite book?

No.

Film?

Top Gun.

Dog or cat?

I like them both.

Which two people have been most important in your life so far?

My wife Julie and Margaret Thatcher. She had balls and many strengths.

Vices and virtues?

Sweets, and being forthright; I'm sometimes blunt, but honest. ▷