

7 May 10

**GLOSSARY AND CORRIGENDUM TO SERVICE INQUIRY
INVESTIGATING THE ACCIDENT TO TUTOR G-BYXR**

1. After the Report had been declared final, certain textual errors and a requirement for assistance on abbreviations and acronyms used throughout the Report were identified during the Review process. Since the text of the Final Report cannot be altered, this document has been prepared and appended to the Service Inquiry proceedings.

2. **Acronyms and Abbreviations**. The following acronyms and abbreviations are used throughout the document:

<u>Acronym/ Abbreviation</u>	<u>Explanation</u>	<u>Notes</u>
ADR	Accident Data Recorder	
AEA	Aircrew Equipment Assembly	Flying clothing and safety equipment
AEF	Air Experience Flight e.g. Number 6 Air Experience Flight based at RAF Benson or air experience flying activity in general.	
AGL	Above Ground Level	
AIRPROX	Air Proximity	A situation in which, in the opinion of a pilot or a controller, the distance between aircraft and their relative positions and speed have been such that the safety of the aircraft involved was or may have been compromised.
AMSL	Above Mean Sea Level	
AP	Air Publication	
AS	Ankylosing Spondylitis	
ATC	Air Traffic Control or Air Training Corps	
BGA	British Gliding Association	The regulatory body for gliding in the UK
BRS	Ballistic Recovery System	
CAA	Civil Aviation Authority	The regulatory body controlling civil aviation in the UK
CCF	Combined Cadet Force	

CFS	The RAF Central Flying School	
CGI	Chief Ground Instructor	
CVR	Cockpit Voice Recorder	
CWS	Collision Warning System	
DSMRC	Defence Services Medical Rehabilitation Centre	Headley Court
EFTS	Elementary Flying Training School	The body controlling Tutor flying in the RAF.
FDR	Flight Data Recorder	A 'Black Box'
FLARM®	FLight AlaRM®	Equipment carried by some gliders to warn of the presence of similarly equipped gliders.
FSO	Flight Safety Officer	
FTRS	Full-Time Reserve Service	
FSV	Formal Staff Visit	
GA	General Aviation	That portion of aviation other than military or commercial scheduled operations.
GmbH	Gesellschaft mit beschränkter Haftung	Translates roughly to meaning a company with 'Ltd' after its title, eg 'Pilatus Aircraft Ltd'
GPS	Global Positioning System	
GRP	Glass Reinforced Plastic	
IAS	Indicated Air Speed	
inc	including	
MES	Medical Employment Standard	The medical marker given to Service personnel to indicate their level of fitness for duty.
Met	Meteorology/Meteorological	
MOD	Ministry of Defence	
NATS	National Air Traffic Services	
NOTAM(S)	Notices to Airmen	Information published to aid aeronautical planning
OASC	Officers and Aircrew Selection Centre	Based at RAF Cranwell
OC	Officer Commanding	
Ops	Operations	
OUAS	Oxford University Air Squadron	Based at RAF Benson
QFI	Qualified Flying Instructor	
RAF	Royal Air Force	
RAFC	Royal Air Force College	Based at RAF Cranwell
SI	Service Inquiry	
SMO	Station (or Senior) Medical Officer	
TE	TGO (Elementary)	

TGO	Training Group Orders	
TMA	Terminal Manoeuvring Area	A type of controlled airspace
UAS	University Air Squadron	
UGSAS	Universities of Glasgow and Strathclyde Air Squadron	Based at Glasgow International Airport
VHF	Very High Frequency	
VT	VT Aerospace	The company which owns and maintains the Tutor
VR	Volunteer Reserve	
°M	Degrees Magnetic	
°T	Degrees True	

3. **AIRCRAFT REGISTRATIONS.** There are some anomalies within the report with reference to the aircraft registration; the correct registrations are:

- a. Grob Tutor: G-BYXR
- b. Cirrus Glider: G-CKHT

4. **Times** All times throughout the report are in Local times which was British Summer Time (BST). Times given in the Exhibits from NATS and ATC, and Annexes F and G are in ZULU (Z) which is BST minus 1 hour.

5. **PART 1.3**

Para 7.

Line 13 should read "The check A, a pre flight servicing was carried out the previous night....."

Line 16 should read "The aircraft was flown during the morning by another pilot without *incident*...."

Para 8.

Last line should read ".....the weather was so good that it *had* been reported....."

Para10.

Line 2 should read ".....morning of 14 Jun 2009."

Line 5 mentions the Alpha Helmet. This is the helmet issued to cadets for AEF and differs from the pilot's helmet in that it is simpler to fit and does not have a dark visor.

Para 12.

Although cadets may ask to experience aerobatics on their first Tutor flight TE 310.105.2 gives specific advice to pilots about avoiding airsickness. Further guidance is given in 365.101.2. Aerobatics is however at the discretion of the captain when requested by the cadet. Line 5 should be phrased as "the first on which he would *normally* experience aerobatics....."

Para 15.

Line 2 should read "...recovered *into* a steep dive....."

Para 19.

References should read Annexes K & L.

Para 22

Line 1 should read ".....Aircrew *Equipment*....."

6. **Part 1.4**

Para 24.

Line 2 should read ".....Flight Data *Recorders*....."

Para 27.

Line 3 should read ".....or egress *from* the aircraft....."

Sub para f (1) & (2) have been transposed.

Add sub paras:

- n. Human Factors.
- o. Orders and Regulations.

Para 28.

Line 5 should read ".....had been carried *out* on....."

Para 29.

Delete reference to Witness 8. Annotated in error.

Para 30.

AEF refers to the general activity of air experience flying, 6 AEF refers to Number (No) 6 Air Experience Flight.

Para 31.

G-BYXR was involved in an AIRPROX with a Puma helicopter in 2006. Flt Lt Blee was not the pilot involved in the Airprox.

Page 1.4 – 5 (bottom of page)

Footnote 3 should read “.....on 14 Jun 09 at 1342 BST.”

Footnote 4 should read “....radio frequency.”

Para 32.

The time mentioned is BST and refers to an earlier sortie by the Tutor pilot, not the one on which the collision occurred.

Delete reference to Witness 6. Annotated in error.

Para 35.

Reference should be Annex M.

Para 36.

Reference should be Annex M.

Line 22 should read “These human factors *are* not.....”

Para 37.

The SI Panel interviewed pilots of Number 6 AEF, not 6 x AEF pilots.

Sub para b.

Reference should be Annex N.

Para 37c.

The phrase 42° right of the nose refers to the fact that the Tutor pilot would have needed to move his head 42° right from the nose of the aircraft in order to be looking in the correct direction to see the glider.

Para 39.

Reference should be Annex M.

Para 40.

Line 7 should read “.....in the *pilot's* medical history:”

Delete Witness 25. Annotated in error.

Para 41.

Line 1 should read "*The Tutor pilot was medically.....*"

Para 42.

Reference should be Annex L instead of Annex M.

Exhibit 9 refers to the report from the consultant rheumatologist.

Para 53.

Delete Witness 2. Annotated in error.

Para 56.

The RAF F5000 is the Individual Record of Service, Flying Personnel – Transit Folder. The document which holds an RAF pilot's flying records.

Para 58

FMO should read SMO.

Para 62.

Negative g. An aircraft experiences negative g during manoeuvres where the aircraft is subjected to forces less than zero gravity.

Stick-free flight. The behaviour of an aircraft after the pilot has released the controls.

Line 14 – remove the word *degree*.

Reference should be Annex O instead of Annex P.

Para 70.

c. Reference should read Para's 35-39.

d. Reference should read Para's 38-45.

Para 71a.

Reference should read Para's 59 – 61.

Para 73b.

The D-ring is the parachute operating handle.

Para 73d.

Line 7 should read ".....successfully deployed *in* the USA."

Para 74a.

Reference should read Para's 30 – 31.

Para 74e.

Add references to paras 43 & 58.

Para 74f.

Reference should read Para's 43 & 58.

7. **Witness Statements.**

Note: Both witnesses 11 & 17 are currently [REDACTED].

Vulnerable witness 7. First line after Combined Cadet Force should read "[REDACTED] has been....."

8. **List of Exhibits**

Exhibit 1. Times should read 13:03:47Z to 13:05:08Z.

Exhibit 11. Times should read 12:03:36Z to 12:05:58Z.

Exhibit 12. Times should read 12:04:09Z to 12:45:55Z.

9. **List of Annexes**

Annex C Appendix 5 should read 25 Jun to 20 Jul 09.

Annex C Appendix 8 – this is a duplicate of Annex A to the RAFCAM report at Annex K (provided to the SIP before the full report had been completed).

Appendix 4 to Annex I consists of e-mails between Flt Lt [REDACTED] and RAF Benson personnel, not the [REDACTED] family.

Annex J is a duplicate of Appendix 7 to Annex C.

[REDACTED]
Wg Cdr
SI President