

## PART 1.5 – RECOMMENDATIONS

Recommendation	Reference
1.5.1. Introduction. The following recommendations are made to enhance Defence Aviation flight safety and prevent recurrence of this, and other accidents:	
<p>1.5.2. AOC 22 (Trg) Gp should:</p> <ul style="list-style-type: none"> <li>a. Conduct a Review of SERW FT syllabus to ensure that it is fully DSAT compliant, with appropriate underlying TNA and OPS.</li> <li>b. Ensure that the use of Chetwynd and any risks associated with its use are tolerable and ALARP.</li> <li>c. Conduct a Cost Benefit Analysis of providing a reliable means on Squirrel aircraft to detect; <ul style="list-style-type: none"> <li>(a) A heavy or unusual landing.</li> <li>(b) A stinger strike.</li> </ul> </li> <li>d. Provide guidance on what constitutes a heavy landing and 'actions on' suspecting a heavy landing.</li> <li>e. Work with the SPMAP PTL to determine whether the lack of the following in the Squirrel helicopter compromises its ALARP status: <ul style="list-style-type: none"> <li>(a) Suitable crash-worthy onboard monitoring instrumentation to allow the capture of data to aid post event analysis.</li> <li>(b) An alternative means of emergency egress in the event of the primary exits being unavailable.</li> </ul> </li> <li>f. Determine if the use and extent of self-authorisation is relevant and appropriate within his AOR.</li> <li>g. Conduct a study into the effects of student holdovers that identifies potential risks to air safety and ensure that any identified potential risks are mitigated.</li> <li>h. Ensure that current aircrew survival training on the use and capability of location devices is appropriate and effective.</li> <li>i. Revise or revalidate appropriate height minima for QS manoeuvres to ensure that it provides an adequate safety margin.</li> <li>j. Assure that there is a process in place to ensure correct configuration control and management of documentation.</li> <li>k. Compare the supervision of solo flying training at DHFS with other flying training units to ensure it meets best practice.</li> <li>l. Ensure QHI Cadre experience levels are appropriate, sustainable and effective.</li> </ul>	<p>1.4.64 1.4.50c</p> <p>1.4.63</p> <p>1.4.41</p> <p>1.4.41</p> <p>1.4.50</p> <p>1.4.56</p> <p>1.4.28a</p> <p>1.4.9</p> <p>1.4.57</p> <p>1.4.38b</p> <p>1.4.65</p> <p>1.4.26</p> <p>1.4.14</p>

RESTRICTED—SERVICE INQUIRY

1.5.3.	<p>Cmdt DHFS should:</p> <ul style="list-style-type: none"> <li>a. Establish a syllabus-wide policy for the use of the Rad Alt warning system within DHFS.</li> <li>b. Ensure appropriate process and procedures are in place to capture, promulgate and implement salient lessons in order to improve 'corporate learning and knowledge'.</li> <li>c. Ensure the allocation of duties allows sufficient priority and time for sortie preparation and flying.</li> <li>d. Remind crews of their responsibilities to conduct external checks in accordance with the TGO 2210.</li> </ul>	<p>1.4.38a</p> <p>1.4.41</p> <p>1.4.22</p> <p>1.4.24d</p>
1.5.4.	<p>Stn Cdr RAF Shawbury should:</p> <ul style="list-style-type: none"> <li>a. Ensure that lessons identified from this incident are incorporated into the Station CP1.</li> </ul>	1.4.58
1.5.5.	<p>Hd MilAAIB should:</p> <ul style="list-style-type: none"> <li>a. Incorporate the good practices with respect to the capture of perishable evidence into the manual of post crash management.</li> </ul>	1.4.58
1.5.6.	<p>RTSA/SPMAP PT should:</p> <ul style="list-style-type: none"> <li>a. Conduct a Cost Benefit Analysis of establishing and maintaining an up-to-date baseline CVR recording of their CVR-equipped aircraft to provide reference data as an aid to post-event analysis.</li> <li>b. Authorise a bespoke process and associated form(s) to enable aircrew to accept and record minor faults during periods of continuous charge.</li> <li>c. Amend the Squirrel HT1 and HT2 Aircrew Manual and Flight Reference Cards (FRCs) to clearly define the serviceability criteria of the pitch and roll galvanometers during the Auto Pilot (AP) pre-flight checks.</li> </ul>	<p>1.4.33</p> <p>1.4.24c</p> <p>1.4.24b</p>