



MINUTES OF THE VFS FLIGHT SAFETY MEETING HELD AT VFS ON TUESDAY 25 JANUARY 2011

INTRODUCTION

1. The VFS Safety Manager, Ray Barske, welcomed all present to the meeting which commenced at 16h00.

AGENDA

2. The agenda for the meeting was as follows:
 - Aircraft snag reporting.
 - Recent VFS aircraft snag case study.
 - Effective emergency situation management.

SUPPLEMENTARY ITEMS

3. There were no supplementary items.

AIRCRAFT SNAG REPORTING

4. The Safety Manager opened the briefing by discussing the average age of the VFS aircraft fleet which is 32 years old. On face value, the age of the VFS aircraft fleet must raise safety concerns. *However*, the age of the fleet is not the critical issue but rather how the fleet is looked after in terms of maintenance and general care. This leads to the conclusion that if an older aircraft is well taken care of and maintained there is no reason for it to be inherently unsafe.
5. VFS aircraft are hangared, regularly washed in the corrosive coastal environment and maintained by AMO's that are subject to VFS Quality Assurance Audits in terms of the VFS SMS Manual Part 6, Appendix D – VFS AMO Audit.
6. Accurate and effective snag reporting in conjunction with good maintenance will enable a safe aircraft fleet at VFS. It is therefore of great importance that all users of VFS aircraft use the snag reporting system at VFS, irrespective of how trivial the snag may seem, in the interests of maintaining a safe aircraft fleet.

RECENT AIRCRAFT SNAG CASE STUDY

7. The Safety Manager used an example of a recent aircraft snag to illustrate the importance of knowing aircraft technical systems so that the pilot may take the correct action when faced with an emergency, especially during flight when faced with an in flight snag. Further discussion on this matter is contained as a safety article attached to these minutes and also available on the VFS website under "Safety".

EFFECTIVE EMERGENCY SITUATION MANAGEMENT

8. The Safety Manager showed a video clip where a bird was ingested into the engine of an F16 during take off. The optimal utilization of Aviation Resource Management skills by the F 16

instructor and student resulted in the aircraft being steered clear of a built up area prior to impacting the ground and the safe ejection of both pilots. Of note here were the following ARM elements that were utilized by the crew :

- a) Delegation. Instructor takes charge and informs student who must do what.
- b) Communication. Clear and unambiguous communication between student and instructor – both know exactly what each must do. Tower informed of intentions.
- c) Situational Awareness. The crew knew exactly where they were in terms of geographic location and what the situation was in terms of the aircraft – engine out no power. They knew they were going to crash so steered aircraft clear of built up areas.
- d) Decision Making. The problem was immediately identified, action was decided on, delegation was done, action was actually taken and a safe outcome was the result.

9. Comment by Safety Manager VFS. It is amazing that there is no regulatory requirement for flight instructors to be ARM qualified and that the PPL syllabus does not require ARM training. The human performance in the PPL syllabus is not ARM oriented. Ab initio training is the foundation for effective, safe pilots.

The minutes of this meeting are with effect from : 31 January 2011

A handwritten signature in black ink, appearing to read 'Ray Barske', with a horizontal line underneath.

Ray Barske : Safety Manager VFS