

LIGHT AIRCRAFT ASSOCIATION

STRUT SAFETY GUIDELINES

These notes provide general guidelines to Strut Safety Officers in respect of safety enhancement at Strut events

Struts should create their own specific Procedures by amending and adding to these notes as they think fit, including location specific detail

These notes will be periodically updated to reflect best practice. All comments and suggestions to extend these notes or improve safety awareness are very welcome and should be addressed to Light Aircraft Association Headquarters

Acknowledgements are noted to the Andover and Gloster Struts, and the Vintage Aircraft Club in the preparation of this material

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1 GENERAL

- All Struts have a duty to encourage and promote safety by adopting safety procedures for their formal activities, and by publishing safety information in their newsletters
- Struts are encouraged to arrange periodic Safety education sessions for members (for example, by utilising the excellent CAA 'Safety Evening' speakers)
- All Struts should appoint a Safety Officer, the position defaulting to the Strut Co-ordinator. The Safety Officer's details should be notified to LAA Headquarters and updated as necessary
- A Strut's safety procedures should be reviewed periodically (annually suggested) and updated as necessary

2 LECTURE MEETING SAFETY PROCEDURES

To minimise risks during normal Strut meetings the following procedures are recommended -

- The Safety Officer will arrange for an annual safety check of all electrical equipment used by Strut members at the meetings.
- In conjunction with the speaker, the Safety Officer will assess the risks involved in any practical demonstration to be given at a meeting and agree on any necessary safety precautions (e.g. the wearing of safety clothing, eye protection, safety distances to be imposed, limitation of the use of substances hazardous to health etc). Where any perceived risk is involved he/she will issue a warning to participants before the demonstration is started.
- The Safety Officer will ensure that a telephone, fixed or mobile, is available to allow the summoning of help in the event of an accident.
- A fire extinguisher and first aid kit will be kept available for use in an emergency. Alternative fire exits to be checked before the meeting to ensure that they are not blocked or locked. Fire exits and any other specific safety procedures should be pointed out to those present at the start of each meeting

3 FLYING EVENTS – GENERAL

For any Strut organised flying event the Safety Officer or an appointed Event Controller is recommended to adopt the following safety procedures -

- Normally, Strut events are Club-types 'Fly-ins' and the number of aircraft involved is insufficient to justify any CAA action. However, for a large flying meeting, or one where numerous members of the public may be expected to attend, whether by invitation or not, then the CAA should be notified in accordance with CAP 403
- Liaison with airport authorities, where applicable, concerning fire and safety cover, and required safety procedures (including arrangements for aircraft parking and spectator control)
- Ensuring adequate communications are available to summon help in the event of an emergency
- Ensuring the availability of a first aid kit and fire extinguisher for immediate use
- For larger events the St John's Ambulance Brigade, local Red Cross, or other similarly competent organisation may be asked to provide a First Aid team and ambulance
- The appointment of marshallers and escorts, where necessary.
- Briefing of participants on safety matters, such as the dangers of propellers and moving aircraft, the need to refrain from smoking or dropping litter, and the precautions to be observed during any refuelling (see Section 6)
- Notification of the CAA and Police in the event of any accident (see Section 7)
- Visiting pilots should be informed wherever possible that they are responsible for complying with the following before flying into a Strut event -
 - * They are in possession of full airfield information
 - * Their aircraft has third party insurance cover of an adequate level
(recommended minimum £500,000)

- * Their aircraft C of A or Permit to Fly is current
- * Their medical certificate and licence are current
- * They have obtained a meteorological report/briefing as necessary
- * They fly within the limits of their licence and according to Air law
- * They observe Rules of the Air, circuit and noise abatement procedures

4 FLYING EVENTS – STRIP FLY-INS

To minimise risks and maintain good local relations during a strip fly-in the following procedures are recommended -

- The overall suitability of Fly-In sites should be assessed and the following factors taken into account -
 - * Suitability of surfaces
 - * Take off and landing distances
 - * Obstructions in the vicinity
 - * The proximity of built-up and congested areas
 - * The presence of livestock in the area
 - * The proximity of other aerodromes and gliding sites
 - * The availability of clear access and exit for emergency services vehicles
- The local Police will be advised of the intention to fly in and out of the strip and the date(s) involved.
- The available landing run will be measured and its surface inspected beforehand.
- A portable windsock will be erected near the touchdown end of the strip.
- A contact number for visiting pilots information 'on the day' should be published
- A portable transceiver will be used for two way communication with arriving aircraft. Frequencies used must not conflict with other allocated ATC facilities
- Warning signs will be erected at any gate or stile leading into the strip.
- Sites for public enclosures and car parks must be carefully selected in relation to aircraft flight paths and should never be located underneath same. They should also be separate from moving aircraft
- The public should not be permitted closer than 45 metres to any refuelling area. Where possible, a form of barrier is to be used to keep spectators clear of any aircraft manoeuvring areas. Areas to which spectators are not permitted should be enclosed at all times and warning notices should be displayed. A public address system is of great assistance in crowd control and is essential where large number are involved

- Gas filled balloons are not to be available, or released in public areas
- Aircraft parks should be patrolled to guard against interference with aircraft. Aircraft should be spaced so that emergency vehicles can move between them
- Smoking is not permitted in the aircraft parking areas
- A place should be available where pilots of visiting aircraft can report on arrival and before departure. This should be manned throughout the event and have available safety briefing material as necessary
- A first aid kit, fire extinguisher and mobile telephone will be carried by the person responsible for ground organisation, who will also have the telephone number of the local Police station.
- Marshalls will be used to assist in aircraft parking.
- Members of the public, visitors and observers will be warned to keep away from each aircraft until its engine has stopped, the dangers of rotating the propeller on stopped engine, and the need to refrain from smoking or dropping litter near the aircraft.
- 'Display' type flying including low runs and aerobatics should be prohibited other than as part of any properly organised and approved flying display

5 FLYING EVENTS – PASSENGER CARRYING

- When passengers are to be carried at a Strut organised flying event those involved will be given a briefing on the procedures to be adopted. The briefing will include -
 - * A reminder to the pilots concerned on their responsibilities to brief their passengers on strapping in and harness release, canopy/door locking, opening and emergency exit.
 - * The parking, pickup areas, and the taxiing routes to be used.
 - * The dangers of propeller wash to other aircraft, spectators & passengers.
 - * The need to stop engine(s) whilst passengers are embarking/disembarking
 - * The dangers of propellers, whether turning or stopped.
 - * The need for passengers to remain outside the aircraft parking area until taken to their aircraft by a designated escort.
 - * The use of high visibility jackets by escorts and marshallers.
 - * The authority of the aircraft commander.
- In addition to the briefing points outlined above, the organiser must appoint someone to keep a record of passenger and crew names, their allocation to aircraft, and a contact number for use in case of an accident.

Weather minima should be considered. The minima specified in the CAA's requirements for Charity Flights is a useful guide

6 PRECAUTIONS TO BE OBSERVED WHEN REFUELLING IN THE FIELD

- Fixed and approved fuel installations are preferred wherever possible
- Where portable methods are necessary, the following items should be considered -
 - * Area for refuelling kept apart from other aircraft, vehicles, spectators etc
 - * Use of purpose-designed containers ('jerry cans')
 - * Use of effective funnels and filters
 - * Awareness of static risk and use of earthing leads
 - * Aircraft pilot to supervise refuelling of their specific aircraft
 - * Aircraft to be unoccupied during refuelling
 - * Advisability of allowing fuel to settle and making water checks after refuelling
 - * Proper means of safely transporting fuel from source to aircraft
 - * Fire extinguishers to be on hand at refuelling location

7 ACTION IN THE EVENT OF AN ACCIDENT

Life Saving, Rescue and First Aid

- The safety of persons involved is the primary concern. As far as practical make the aircraft safe by closing the fuel cock, switching off the master switch and deploying fire extinguishers, if available.
- The decision on whether to remove the occupants must take into consideration: the fire or other risk; the possibility and possible exacerbation of back/neck/chest damage.
- Unless first aid trained persons are present, first aid should be confined to "S.P.I.T". treatment:
 - * **S**top any bleeding
 - * **P**rotect any wounds
 - * **I**mmobilise any fractures, and
 - * **T**reat for shock – mainly keep the casualty warm and reassured.

Initial Reporting

The priority for reporting will vary with circumstances but a 999 call will be appropriate if injury, fire or trapped crew are involved. The call will need to give at least the following: nature of the accident; number of persons involved; degree of any injuries; whether fire or fire risk exist; the location; assistance required and the name of the person reporting.

Recording of site, conditions and state of aircraft

- Whenever possible a note should be made of the circumstances, the prevailing conditions, the state of the aircraft and other matters likely to be of use to an investigator of the cause. The position of fuel cocks and switches as they were immediately after the accident should be noted. Photographs are particularly useful.

Cordoning off of crash/accident site

- Spectators should be discouraged from moving pieces of the wreckage or any control/switch settings. If possible the site should be cordoned off.

Flagging location of items found away from aircraft

- If any items have become detached from the aircraft their position/s should be noted, and if it is necessary to move them for safe keeping or to allow traffic flow their location/s and orientation should be marked (e.g. with flags or chalk).

Follow up reporting

- As soon as possible, and while it is still fresh in the mind, a report of the event should be recorded for future use. The Aircraft Accident Investigation Branch must be notified (see useful telephone numbers), and if possible the insurers. If the accident occurred at a LAA or Strut sponsored event, the LAA Office should be notified so that LAA's insurers are informed.

Removal of Wreckage

- The wreckage should only be moved if necessary to allow traffic to flow. Otherwise it should be left as found until AAIB inspectors have given permission for its removal. Covers may be placed over it to protect it from weather deterioration.

Useful Contact Numbers:

Accident Investigation Branch (AAIB) 01252 512299
CAA Safety Department – Occurrences 01293 573220
LAA Headquarters – 01280 846 786
Local airport - as appropriate