



Dear SAAA Members,

I have decided to circulate the following safety information to you all via e-mail as a supplement to the usual President's Chat newsletters.

There are two e-mails from Kev Scrimshaw at CASA; one on the carriage of personal locator beacons – PLB's or personal locator transmitters – PLT's; and the second one on the dangers associated with Ballistic Parachute Systems - BPS.

Please take a few minutes to review the information on the following few pages, it contains some useful tips that may just save your life one day. The video of the BPS and its associated hazards is particularly informative. Even if you don't have one of these devices fitted to your aircraft, you are likely to come across them at your local airport. If you have invested a few minutes of your time to view the video you will know what to do if an aircraft fitted with a BPS has an accident or incident and you are first on the scene. You may just prevent someone from making a fatal mistake if the BPS is still live and the airframe is damaged.

Thanks to CASA for providing the information & links.

Whilst the SAAA is not in the business of mandating what you should and shouldn't put into your aircraft or carry on your person when you go flying, the carriage of a PLB or PLT should be considered for every flight - especially when there is no beacon fitted to the aircraft. They only cost a few hundred dollars and can save AusSAR a lot of time and money when it comes to finding you lost in the middle of nowhere when you have had a very bad day. They make great birthday or Xmas presents & if you ask your partner nicely, they will probably buy you the one with the built-in GPS.

I have also included an additional brochure to promote a course that we are planning on running in the lead-up to Ausfly for Emergency Manoeuvre Training. Even if you don't have any training in, or any desire to fly aerobatics, this course is aimed at you. The ATSB accident reports reveal that too many people flying our types of aircraft are still losing control of their aircraft and killing themselves. This course will highlight to you the fatal mistakes that people make and demonstrate to you the best ways to recover control of the aircraft without slamming it into the ground. The investment in time and money to participate in this course will make you a far better pilot when the blue and the green out the front windscreen of your aircraft are not in their usual place and are spinning around. Better to learn the right way now with a professional instructor than trying to figure it out by yourself at a later date as the ground is rushing up at you.

Safe flying & blue skies,

Martin Ongley  
SAAA National President



Hi everyone,

As part of my role as the SASAO Safety Assurance Officer, I examine incidents/accidents and the causal factors surrounding them to see if there are any areas in which safety can be improved. As well as this, and alongside this analysis, I also look at other linked threads where safety could possibly be improved. Of course, this area of an analysis is somewhat subjective but is based on risk assessments and the mitigation of any identified risk areas with operations.

As part of this analysis, I work alongside the CASA Safety Systems Office (SSO) and together we look for trends within the data supplied with the view of working with the RAAOS to bring about a reduction in incidents/accidents and in making our activities safer. One factor that is sometimes not understood, is the fact that as a pilot and an instructor, where applicable, we have a Duty of Care to either our passenger or to our student pilots. This Duty of Care extends to any level of capability that a person that we have control over and who is putting their safe return in our hands.

On reviewing a number of incidents/accidents over the past 12 months, it is possible that there may have been a different outcome if the pilot had access to an ELB/PLB which, if it had been activated prior to the aircraft impacting the ground, could have alerted AMSA, and therefore the Emergency Services, to the fact that the aircraft was in trouble. This early activation would provide a better chance of rescue in the unfortunate event of a serious incident/accident. Of course, an aircraft incident/accident doesn't just occur at least 50 Nm away from the departure location.

The cost of a small ELB/PLB is not prohibitive with many of the smaller units costing in the vicinity of \$300 or, in some cases, even lower. Due to their size, they can be carried by the pilot of a Powered Paraglider, Jabiru or Trike and so will not get in the way of the pilot's operations. When carried, it is a suggestion that the ELB/PLB be carried on a lanyard around the neck or in some other place on their person so that it is readily accessible in the case of a requirement for emergency activation. Indeed, AMSA suggests the lanyard to be one of the preferred places but it is understood by CASA that this may not be suitable for all sport aviation activities. However, AMSA's advice to activate the beacon prior to the aircraft impacting the ground is valid as the person holding it may not be able to get to it post-accident. It has also been discovered that in some instances, some beacons have been attached to a wall or other place in the aircraft by Velcro and that this attachment method has been insufficient in an impact as the beacon has become dislodged and flown around the aircraft during the impact and then unable to be activated as it could not be found post-accident.

Another issue that has been identified during ramp checks conducted by SASAO on both RAAO and GA aircraft, is that a number of owners of Emergency Beacon are



forgetting to renew the registration of the Emergency Beacon with AMSA on a biannual basis which is a legal requirement (See CAR 252A (4)(b)). This requirement can be actioned very easily by going to the following link: [AMSA Beacons Information](#).

It is now strongly recommended by CASA that each relevant RAAO considers mandating the carriage of ELB/PLBs within any training facility through your respective operational regulation/manuals and considers providing advice to their members to always carry a ELB/PLB whether they are flying within 50 Nm of their departure or further afield as this is one measure that may save a life and will also provide an element of the provision of a Duty of Care to the pilot's/instructor's passengers/students.

If you have any further questions about this safety update, please feel free to contact a member of the SASAO team.

Regards,

**Kev Scrimshaw**

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**Self Administering Sport Aviation Organisations Section**

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Hi all,

The following is a link to a series of videos produced by the FAA in relation to Ballistic Parachute System Familiarisation (BPS). It is primarily intended for First Responders at an accident scene. However, it is also pertinent for investigators and others that may arrive at a scene before a first responder or even for anybody undertaking maintenance or any other work on an aircraft that may be fitted with a BPS to increase their awareness of a BPS.

It would be appreciated if the information is disseminated to any of your members that you feel would benefit from the information that it contains.

[http://www.faa.gov/aircraft/gen\\_av/first\\_responders/media/mod4/mod4.htm](http://www.faa.gov/aircraft/gen_av/first_responders/media/mod4/mod4.htm)

Regards,

**Kev Scrimshaw**

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