

Part 1.5 Recommendations

RECOMMENDATIONS

1. The Panel recommends that:
 - a. The OBR manoeuvre is flown without the requirement to cross flight paths prior to commencing the barrel roll. Pt 1.4
Para 28d
 - b. A complete risk assessment of all RAFAT manoeuvres should be conducted. This should consider and include, but not be limited to, the following:
 - (1) Effect of missed R/T calls.
 - (2) Effect of misidentifying ground features.
 - (3) Air to ground MSD flown.
 - (4) Specific escape options for all stages.
 - (5) The necessity to cross flight-paths for any RAFAT manoeuvres.
 - c. In order to highlight the risks associated with these manoeuvres all team members and future team members should see the video of this crash. An extensive library of similar incidents should be kept and shown to new team members upon their arrival. Pt 1.4
Para 27&28
 - d. Consideration should be given to either Red 10 or Red 11 having, as a minimum, previous display experience, ideally RAFAT. Pt 1.4
Para 29d
 - e. Consideration should be given to fitting ARLs to the Hawk TMk1 ejection seat. Pt 1.4
Para 30c
 - f. That all fast jet pilots are reminded of the need to adopt the correct posture when ejecting. Pt 1.4
Para 30b&d
 - g. RAFAT considers the introduction of a long-sleeved variant of the RAFAT t-shirt. Pt 1.4
Para 31a
 - h. Consideration be given to increase the number of the HF staff at RAFCAM able to support accident investigation Pt 1.4
Para 33a

OBSERVATION RECOMMENDATIONS

2. The Panel recommends that:
- a. Audio track and PTT parameters should be added to ADR. Pt.1.4
Para 32a
 - b. GPS sampling rates should be increased to achieve the best possible positional accuracy, especially were no other form of ac positioning can be derived. Pt 1.4
Para 32b
 - c. Provided that suitably trained personnel are available, the requirement to recover the GPS within 2 hours of an accident and a procedure for preserving the integrity of the memory should be included in the PCM. Pt 1.4
Para 32c
 - d. A review of all RAFAT trg documentation is carried out to ensure a suitable level of consistency, quality and control exists. Pt 1.4
Para 32g,h&i
 - e. RAFAT fully explores the capability of synthetic trg to help recognise when escape manoeuvres are required and practice these manoeuvres in the simulator. Pt 1.4
Para 32j
 - f. RAFAT DD & SOPs and Red 10's TORs be reviewed and harmonised to cover Red 10's supervisory role. Pt 1.4
Para 32k
 - g. TGOs are amended to cover RAFAT supervisory checks Pt 1.4
Para 32n
 - h. LSHC is added to the Hawk T1 FRCs. Pt 1.4
Para 32p
 - i. RAFAT review current engineering tool control procedures and orders used whilst operating away from the MOB. Pt 1.4
Para 32q
 - j. HQ 22 Gp consider the requirement for an annual FSV of RAFAT. Pt 1.4
Para 32r
 - k. RAFAT carry out a review of PCM procedures to ensure that: Pt 1.4
Para 32s,t&u
 - (1) Sufficient and appropriate personnel have completed the PCMIOC.
 - (2) The requirement for a deployed PCM plan is reviewed when detached from the MOB.
 - (3) The applicability and application of PIDAT is considered in any deployed PCM plan.
 - l. JSP 835 is reviewed to cover PIDAT procedures overseas. Pt 1.4
Para 32v