

17 Apr 14

See Distribution

**DUTY HOLDER ADVICE NOTE (DHAN) 86 PREPARED BY SO2 ENG 2 FTS
VIKING AND VIGILANT TYPE AND CONTINUING AIRWORTHINESS ASSURANCE**

1. **Originator.** 2 FTS CAE & MoDCAM
2. **Decision Required.** DDH to confirm that the proposed Course of Action (COA), namely that of pausing flying of the Viking and Vigilant fleet is acceptable.
3. **Background.** Following a trial of the newly created glider Continuing Airworthiness Management Exposition (CAME), evidence emerged that called into question both the type and continuing airworthiness of the Viking and Vigilant glider fleets. In the absence of appropriate evidence stakeholders concluded that the management of the glider fleets had degraded to a point at which airworthiness could not be confirmed.
4. **Stakeholders.** The following stakeholders have been involved in the creation of this DHAN.
 - a. Delivery Duty Holder.
 - b. UK MFTS Glider EA.
 - c. Serco Maintenance Manager.
 - d. 2 FTS CAE & MoDCAM.
 - e. SO2 Eng 2 FTS.
5. **Technical Analysis.** The following significant issues were identified:
 - a. Aircraft Document Set (ADS):
 - i. Lack of ADS configuration control across glider maintenance sites.
 - ii. Workforce carrying out unauthorised maintenance and modification activities. Eg. Introduction of an elevator hinge pin modification that was designed and carried out by the maintenance organisation without authorisation and engineering authority input.
 - iii. Independent inspections not being carried out on systems vital to the safety of the aircraft.
 - b. Progression of SI(T)s and 765's had not been managed effectively.
 - c. Lack of an effective Quality Management System.
6. Further investigation highlighted that these concerns were not exhaustive and that there were a significant number of other contributing factors that led the Glider EA to state that he was unable to confirm the type airworthiness of the fleets and the Serco

Maintenance Manager to state that he was unable to confirm the airworthiness of individual aircraft within both fleets.

7. **Current Risk Level and Controls.** The Risk to Life (RtL) is deemed to be unacceptable due to the fact that the MoDCAM is unable to assure the airworthiness of the glider fleets.

8. **Proposed COA.** Pause flying on both fleets whilst further investigation is undertaken and a plan is devised and delivered to both ensure and assure the type and continuing airworthiness of the Viking and Vigilant glider fleets.

9. **Alternate COA.** Continuation of flying. This is deemed to be unacceptable and is therefore not recommended.

10. **Proposed Risk Level.** Nil.

11. **Implications on Task.** Significant impact on all glider operations. This impact will have to be carefully managed across the Air Cadet Organisation.

CAE (DDH) Comments

I support the proposed course of action and recommend that the pause in flying is maintained until I can be fully assured that both glider fleets are airworthy and that their airworthiness can be sustained.

In order to assure both the type and continuing airworthiness I intend to convene a meeting 22 Apr 14 with the relevant key stakeholders in order to determine a return to green plan that will assure the DDH of the airworthiness of both fleets.

Rank and Name: Wg Cdr [REDACTED]
Post: 2 & 3 FTS CAE & MoDCAM
Date: 17 Apr 14

SO (DDH) Comments

Please see DDH comments

Rank and Name:
Post:
Date:

DDH Comments

It is pleasing to note that the MODCAM process has proven its design utility. The team is to be complimented on such a detailed review in a short time with limited resource. I fully concur and endorse a pause in flying until I am further assured that the Viking and Vigilant platforms types are both airworthy. The CAMO has been tasked as a priority to indentify a course of action to return ACO gliding as soon as possible.

Rank and Name: Gp Capt Middleton
Post: OC 2 FTS
Date: 17 Apr 14

22 (Trg) Gp ASAR

DHAN Ref: DHA/086

Rank and Name: Flt Lt [REDACTED]

Post: ASAR FJ SO3

Date: 22 Apr 14

CAE (ODH) Comments

I have been involved in the creation of this note and have spoken in person with the listed key stakeholders. Given the range of issues uncovered and the seriousness of some of them I believe that the only appropriate CoA is to pause in flying. This will allow PT, Serco and CAMO staff to consider the technical issues raised and formulate a suitable 'return to green' plan that will both fix the problem and derive a sustainable solution that can support a return to flight for both Vigilant and Viking. I will devote CAMO resource to the task (having spoken with OC 3 FTS, who share the MODCAM) and ensure that a more detailed note on the issues and potential solutions is produced by COP today 23 Apr. 14

Rank and Name: Gp Capt [REDACTED]

Post: 22 Trg Gp-FT CAE(ODH)

Date: 23 Apr 14

SO (ODH) Comments

I have discussed the issue at length with the DDH and CAE(ODH) and pausing flying is entirely appropriate. I will monitor the RtG plan with CAE and assist the DDH in a return to flying plan as and when aircraft become available.

Rank and Name: Gp Capt [REDACTED]

Post: 22 Trg Gp-FT ADFT

Date: 30 Apr 14

ODH Comments

I directed that all glider flying activity was to pause on 22 Apr 14. The CAE is to assist in the development of the RtG plan prior to the resumption of any flying activity. CAE is also to investigate and report on the chronology events that led to this situation.

Rank and Name: AVM M Lloyd

Post: AOC 22 Trg Gp

Date: 30 Apr 14

Distribution:

22TrgGp-FT DFT(Jones, Terry AirCdre)
ACO-HQAC-Comdt (McCafferty, Dawn Air Cdre)
ACO-2FTS-OC (Middleton, John Gp Capt)
22TrgGp-FT CAE(ODH) ([REDACTED] Gp Capt)
22TrgGp-FT ADFT([REDACTED] Gp Capt)
DES UKMFTS-Hd(Geddes, Jon Mr)
DES UKMFTS-TA-TL (MULTIUSER)

MAA-OA-CAW ([REDACTED] Cdr)
3FTS-HQ-CAMO-CAE ([REDACTED] Wg Cdr)
ACO-2FTS-HQ-Gliding SO1 ([REDACTED] Wg Cdr)
DES UKMFTS-TA-TGSA Dep TAA ([REDACTED] Wg Cdr)
22TrgGp-FT SO1 Eng & Logs ([REDACTED] Wg Cdr)
22TrgGp-FT ASAR ASM SO1 ([REDACTED] Wg Cdr)
DES UKMFTS-TA-Glider EA ([REDACTED] Mr)
DES CA-Dir MA ([REDACTED] Sqn Ldr)
22TrgGp-FT SO2 Eng 2 & 3 FTS ([REDACTED] Sqn Ldr)
ACO-2FTS-HQ-Gliding SO2 ([REDACTED] Sqn Ldr)
ACO-2FTS-CGS-OC ([REDACTED] Sqn Ldr)
22TrgGp-AOC PSO ([REDACTED] Sqn Ldr)
ACO-2FTS-HQ-Eng SO1 ([REDACTED] Mr)
MAA-OA-CAW-CAMO1a ([REDACTED] C2)
22TrgGp-FT ASAR FJ SO3 ([REDACTED] Flt Lt)
SYE-GMS-ChfEng ([REDACTED] Contractor)

[REDACTED]