

CAA warns on crew fatigue

British airlines have been warned that they may have to improve aircrew rostering arrangements by next summer, even though the Civil Aviation Authority's (CAA) revised fatigue avoidance rules will not have been published.

The CAA says that the third edition of CAP371 (The Avoidance of Excessive Fatigue in Aircrew) will not be ready for consultation with operators before late spring 1989. Publication is due in summer 1989, and the rules will take effect in April 1990.

The Authority is concerned that crews have been required to fly schedules which were technically within the requirements of CAP371, but outside the document's General Principles.

The CAA says that fatigue is medically shown to be more

likely to result from badly planned sequences of work and rest rather than from the actual duration of duty.

The new edition will emphasise the need for operators to provide comprehensive guidance and instruction for staff involved in scheduling and rostering.

Meanwhile, interim adjustments to the regulations are likely, but the CAA insists that operators who have complied with advice they have given recently will not be significantly affected.

The Authority says it is acutely aware that proposed long- and short-term changes need to balance fatigue avoidance with the protection of the UK aviation industry in a competitive marketplace.

Training centre adds 757/767

British Caledonian Flight Training is to add a £7.5 million Rediffusion-built Boeing 757 simulator to its Gatwick flight training centre, ready to begin pilot training by autumn 1990.

The centre already provides flight training for the Boeing 737, McDonnell Douglas DC-10, and Airbus A320 for more than 40 European airlines. In November 1989 a MD-83 simulator will become operational at Gatwick as the centre moves towards its eight-simulator target in the early 1990s.

According to Rediffusion, the dual-fit Boeing 757 simulator will meet UK CAA level 4 zero-flight-time training requirements, and US FAA Phase II. This means that pilots will be able to convert to 757s and 767s from a similar aircraft, and undertake annual checks, totally in the simulator.

The new Rediffusion machine will feature a wide panoramic display with a 150° horizontal field of view a Novoview SP-X 200 night/dust computer image generator.

Nimitz suffers fire

The US Navy aircraft carrier *USS Nimitz* (CN-66) had a serious flightdeck fire on November 30, in which one man was killed, one seriously injured, and several aircraft destroyed.

The *Nimitz* was on station in the north Arabian Sea, but not at flight quarters, when the accident occurred at 02-48hr local time. During maintenance of an A-7 Corsair one of the aircraft's two 20mm cannon was fired while being worked on. The nature of the work being carried out is not yet clear. The rounds from the cannon hit a parked A-6 Intruder, which caught fire. The fire spread rapidly, and three other A-6s, an EA-6 Prowler, and a KA-7 Corsair tanker were destroyed. The fire was extinguished at 03-10hr.

The badly burned crewman was later evacuated to the special burns unit at Weisbaden AB, West Germany. The *Nimitz* is continuing her patrol, and the carrier's ability is "not impaired", says the US Navy.

CASUALTIES

A South African Air Force **Atlas Impala 1** crashed just after take-off from Jan Smuts Airport, Johannesburg, on November 14. The Impala was on a post-refurbishment test flight with an Atlas crew on board when the engine caught fire and is thought to have exploded just after take-off. The Atlas pilot, Bob Masson, called twice for the backseater, Eddie Boatwright, an engine systems specialist to eject, before ejecting himself. Boatwright did not eject and was killed. Masson escaped with a broken sternum and broken ribs.

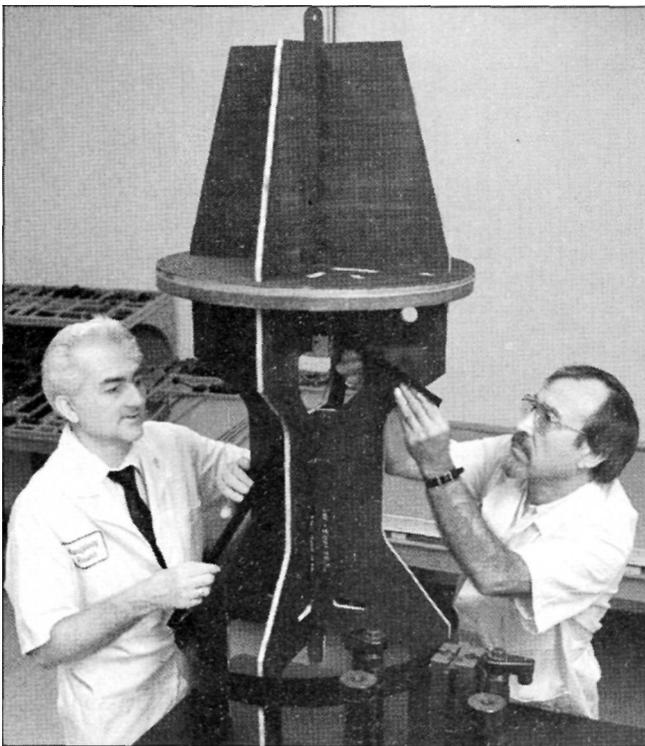
A **United Arab Emirates Bell 205** crashed near Dubai on November 17. The three crew and 13 passengers were killed.

An **Afghan Air Force transport aircraft** was shot down by the Pakistan Army and Militia when it overflew north-west Pakistan on November 19. All 34 on board the aircraft were killed.

A **C-130 Hercules** leased to the International Committee of the Red Cross by a Swiss company is believed to have been shot down by a missile in Angola. Casualties are unknown.

A **Mozambique Air Force MiG-17 Fagot** crashed into the Bons Sinais River on November 20, killing the pilot, 2nd Lt Jose Libombo. It is thought that, in bad visibility, Libombo mistook the sun reflecting from the river for the nearby runway at Quelimane, where he meant to land. Libombo had also attended a late party the night before and had had little sleep. His commanding officer allegedly had refused to let him off the flight despite Libombo asserting that he was unfit to fly.

Two **Belgian Army Alouette IIs** were destroyed and another two seriously damaged in a hangar fire at Butzweilerhof, West Germany, on November 23. Police are investigating the cause of the fire.



SDI hardware takes shape

Lockheed Missile and Space Company has started to manufacture the exo-atmospheric re-entry vehicle interceptor subsystem (*Eris*) for the Strategic Defence Initiative programme. *Eris* is a ram-kill weapon for mid-course trajectory interception of intercontinental ballistic missiles. The first flight test of *Eris* is scheduled for early 1990.