Flight Test *Safety* Fact

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The *Penultimate* Turbo Talk

Art "Turbo" Tomassetti

Let me start off by saying I hope to see many of you at the Flight Test Safety Workshop in Seattle at the end of April. Please go to our website for the details, it promises to be a great event with our theme this year of First Flights. Also, it is time to get your nominations in for the Tony Levier Flight Test Safety award. It is a very easy process to nominate someone or a small group for making a difference in flight test safety. Again, check our website for details.

When Editor Mark Jones asked what I thought about doing a March madness style bracket for the best aircraft ever I quickly responded, "Sure, sounds like fun." I didn't think much more about it that afternoon as I was busy with something else. The next morning while walking the dog, I asked myself which airplane would I submit as best ever. Well of course it would be the…hang on a minute...best airplane based on what I asked myself? I realized at this moment I had stopped walking, much to the annoyance of the dog, and I was starting to attract attention from the morning commuters. But that was an interesting question, best airplane based on what? As a pilot, I have often been asked what was my favorite airplane to fly. Never an easy response, but ok, then that is my answer for the best airplane. Unless... It should be about performance. That opens it up to any airplane, ever, and would that performance be relative to that time frame or more generic to aircraft in general. This is not getting any easier.

Perhaps it's about looks, although I was once told by a very senior military official that in a competition for a new aircraft contract, looks are not a factor. All of us in the room that day nodded our heads in agreement but secretly thought to ourselves, "Right who wants to pull up to base ops in the ugly airplane". Okay, so it's the best looking airplane. Or maybe... The best airplane is the most successful. But that best could be best combat record, best-selling, best turn performance, best L/D, etc. But wait... This is a flight test safety newsletter so then it should be the safest aircraft. Well, that should be easy to figure out, right? So what is the safest aircraft ever? By now, even the dog was getting tired of walking and ready to head home. But what I learned, in the 2 hours I had been walking and pondering this, was that there are indeed a lot of factors that could be brought in to determining what is the best aircraft. And maybe thinking about those attributes was a good thought exercise as it helped me come up with something like a set of evaluation protocols for "good" or "best." Could come in handy in my consulting work as I sometimes get involved with helping groups evaluate new systems.

So, what is the best aircraft? I guess at the end of the day I settled on the one I liked flying the most, that had great performance, that looked awesome and had a good safety record. I've figured out mine, but I have been rambling for a while now, so you go first.

Until next time: Be Safe, Be Smart and Be Ready. **Turbo**

## March Madness™ - The Greatest Airplane of All Time

The NCAA college basketball tournament known as **March Madness™** strikes the USA this time every year. This year brings an even greater phenomenon, the Greatest Airplane of All Time Tournament. What do you think is the greatest airplane of all time, and will it survive a bracket-style tournament, like the example pictured below, to be declared the victor over all the others?

1. Start by nominating your favorite aircraft here: https://forms.gle/8kRCfpEfhWmcZYw68.

2. Print out your sixteen team bracket sheet - one for every person in your office - it's attached to this pdf, or you can download a copy.

Make as many nominations as you want, as many times as you want. Nominations are due by Tuesday, March 12th.

To keep things simple, the FTSF 2024 tournament will only include the top 16 aircraft, and this list will be announced by email on Wednesday March 13th. At that time, you can play along at home and in your office. A simple set of rules appears below.
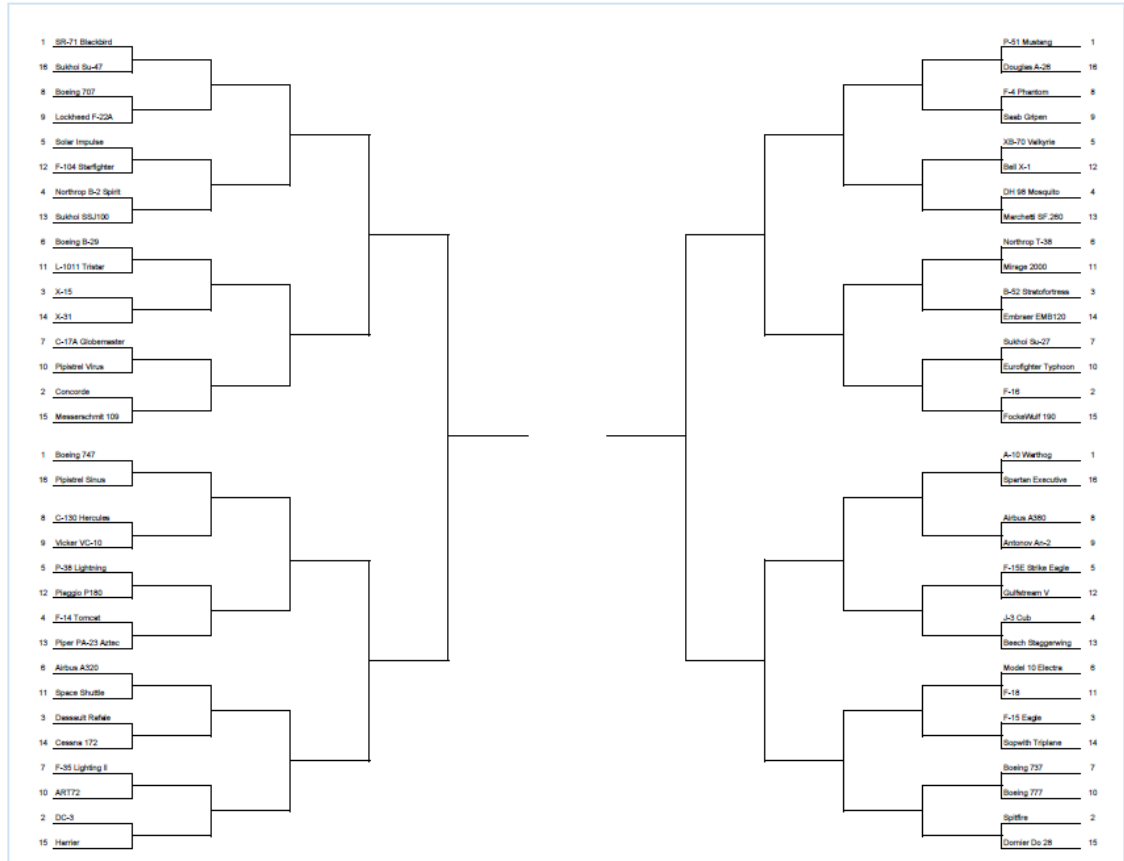
Rules

Scoring: Fill out your bracket in its entirety—this entry is what you will be scored on, and it must be received before voting on the first round is over. After the tournament is over, the actual results of each round will be compared to your bracket. You will receive 1 point for every correct entry in your bracket. For example, if one of the first round matchups is the 737 vs 727, and you indicate that the 737 wins, this will be compared to the final results – if the 737 won that matchup, you will receive 1 point for that part of the bracket. If all of your first round votes are wrong, then you will not receive any points for subsequent rounds.

Weekly Voting: You will receive a new bracket each week when the results from voting have been tabulated. Look at your new bracket, and examine each matchup to decide who goes on to the next round. You can print out the tournament bracket and write in your answer, or you can go to the link for the current round and fill in your answer electronically. The link for each round will be provided on Friday each week. The voting from all participants will determine which airplane proceeds to the next round.

There will be two ways to submit your votes – scan your new bracket with your latest votes and send it in via email, or you can take advantage of the link sent out weekly, an electronic way to cast your votes similar to the google form used for making nominations.

Have fun! Send feedback to the Editor, mark@flighttestfact.com.

| **Letter to the Editor** | *Hunter Bloch* |

I just got through the latest FTSF, and saw the small comment in the middle: "The Houle Flight Test Accident Archive needs a sequel, someone who is willing to carry the baton into the next chapter for preservation of this historical information.

I was not sure if the comment was specifically a request for support or not, but if so I would love to help. I am very interested in collecting and sharing these historic Flight Test Accidents as lessons learned for all of us Flight Testers and I would really like to help support the FTSC in keeping the accident database up to date.

Let me know your thoughts. As a start, here are a few accidents that I think need to be added to our archive:

Rapport d'enquête de sécurité C-2022-06-A | Ministère des Armées (defense.gouv.fr) (French report. I translated with Google Translate when I read it.)
AAIB investigation to Piper PA-46-350P (Modified), G-HYZA - GOV.UK (www.gov.uk)
NTSB DCA22FA082 (Joby Aviation)
AAIB Field Investigation (Vertical Aerospace): 9 Aug 2023;G-EVTL;VA-1X; Forced landing following power unit failure, Cotswold Airport (Kemble), Gloucestershire; Under investigation

Have a nice day,
Hunter Bloch   hunterbloch@gmail.com

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Editor: **I introduced Nathan "Cap'n" Cook into the thread and asked Hunter some questions which he answers below.**

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Hello Mark and Nathan,

I am not too familiar with how GitHub works. I will have to do some familiarization, but it sounds like it may be the best starting point. A few things that I think we will really have to put some effort into are:

1) how to organize our data? In order for the service to be really useful we need to collect not just accident reports, but also hopefully presentations from those involved (I am thinking specifically of the good presentations that were produced by the G650 folks, I also believe that there is a presentation from the Chief Test Pilot for Vertical that may be available at some point.). When a user pulls up a Flight Test accident It would be great to have more than just an accident report to review and think about.

2) how to collect submissions. We will need folks to point us in the right direction for where the information about these accidents can be found, especially when they are coming from a foreign investigating agency and may be in a foreign language.

3) How do we search them (metadata)? I believe most people will be looking for key words or specific tests that were performed and it would be good to collect some input on what the proper searchable metadata should be.

In answer to your questions Mark:

1.How do you feel about the format of the Houle archive? Should we start/stop/continue?

Houle has a very good start. It is outdated but we should continue to populate it, if only with a list of Flight Test Accidents and a link to their Accident Report or article or whatever we find. We do need to be careful that we don't just re-produce the NTSB database though. We need to verify that these accidents occurred during Flight Test and have lessons/findings that all Flight Testers should reflect on.

2. Is there a better format for test mishap data?

I don't know, but this is where I would really like to try to get a meeting with someone from the NTSB, AAIB or another organisation on how they came up with their file system (the new NTSB database is very interactive, but hard to search for things like FT accidents). It may also be interesting to talk to someone from an organisation that is very focused on archival data (Smithsonian Institute or national archive, or similar).

Hunter

Editor: **Hunter closed with a question: What do YOU think are the next steps to continuing this effort?**

Flight Test Safety Committee - Calendar of Events

Flight Test Safety Workshop
When: 30 April -2 May 2024

Where: Hyatt at Olive 8
1635 8th Ave
Seattle, WA 98101

https://www.flighttestsafety.org/workshops

Latest Podcast

Modeling Risk, a framework described in a paper published by Silv and CFITS, is the topic of episode 50 and 51, which were released in January and February. You can subscribe to the Flight Test Safety Channel podcast in iTunes, Spotify, Podbean, Google, and Amazon Music's FTSCChannel. You can also look back in the archives, all the way to episode 1 (pictured here) and share it with you colleagues and friends: https://flighttestsafety.org/ftsc-news/flight-test-safety-podcast-channel.

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