



BAC 167 Strikemaster and Jet Provost Aircraft
Fatigue Index Multiplication Factor

AWB 02-041 **Issue :** 3
Date : 7 September 2011

1. Effectivity

All BAC 167 Strikemaster and Jet Provost Models.

2. Purpose

To highlight to registered operators and maintainers the need to assess their systems of maintenance to ensure that any Fatigue Index (FI) has been correctly factored by the appropriate multiplication factor as advised by BAE Systems, and/or the Royal Air Force.

3. Background

As a result of a Coronial Inquest into the BAC 167 Strikemaster accident, involving VH-AKY on 5 October 2006, CASA has become aware that it is possible that some BAC 167 Strikemaster aircraft systems of maintenance may not be calculating the correct FI for the aircraft type. As a result of communication from BAE Systems the calculation of the correct FI involves the use of a multiplication factor of 1.9 to the FI determined from the basic Strikemaster formula, using fatigue meter readings or in some cases, unmetred flights.

4. Recommendation

It is recommended that registered operators and maintainers review the maintenance records for their aircraft to determine if their system of maintenance includes the correct FI multiplication factor for their aircraft.

It is recommended that contact be made with BAE Systems to obtain written confirmation of the correct fatigue formula and FI multiplication factor for their aircraft. In the absence of written confirmation from BAE Systems, the FI should be calculated per the maintenance manual basic formula with an FI multiplication factor of 1.9 from the time the aircraft entered service with a civilian operator/owner.

In some cases the FI penalty of 1.9FI was not applied prior to the aircraft being retired from military service. In this case the 1.9 multiplication penalty should be applied to the entire life of the aircraft.

It is highly recommended that all Jet Provost operators ensure that their fatigue calculations are in accordance with the latest Royal Air Force Maintenance Manuals and that the fatigue refinement has been applied in accordance with the relevant RAF data.

Contact Australian Warbird Association Limited's Director of Self Administration for any additional information if required.



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5. Reporting

Any defects discovered as a result of any inspections performed shall be notified to CASA by the service difficulty reporting process and Australian Warbird Association Limited.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness & Engineering Branch
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601