

Recovery of aircraft How to / How not to

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The basics

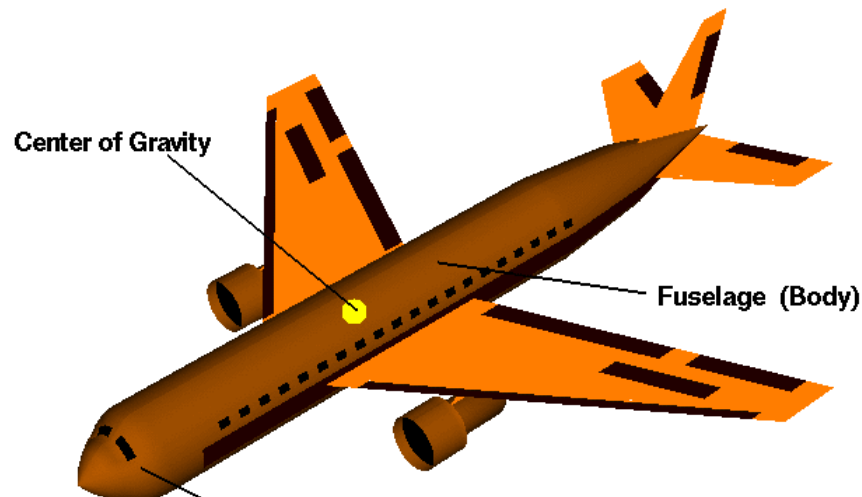
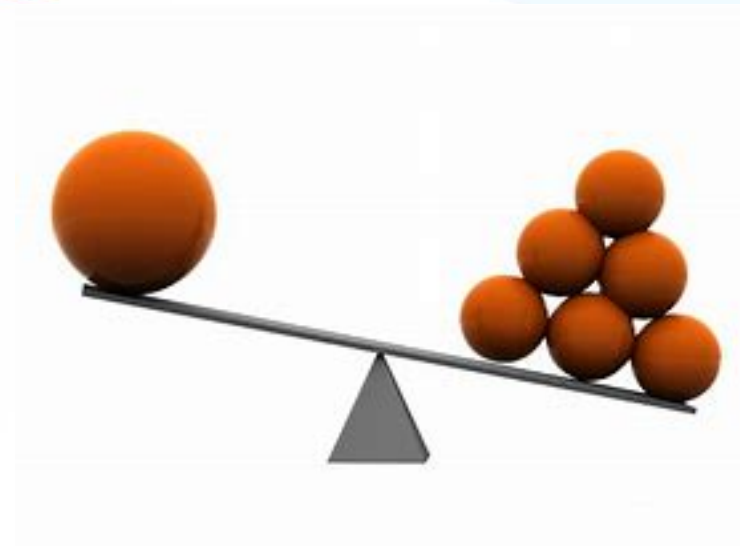
- Common themes for the recovery
- It normally rains or has been wet / snowy
- No injuries

Preparation

- Theoretical
- Equipment
- Experience
- Team work
- Who to contact – Insurers
- Airport contacts at the common bases

Weight and Balance

- Fuel
- Freight
- Moving or fixed?
- Manifest
- Perishable



Variations



Aircraft Recovery Manual

- Available – somewhere
- Common sense
- Who reads it?
- Airports have priorities
- Time is money (lost or gained)

Fuselage

- Strong in the air
- Fragile unpressurised
- Easily damaged
- Has strong points – where?
- Extra damage, 1 event or 2?
- Who decides on the plan

Fuselage damage



The “skills”

- Mud
- Trees
- Manual work
- Some theory



Preparation on site

- Road
- Cargo pallets
- Local resources
- Expensive freight



Road building



No road required



Short runway landing



Local repair and sledge



Repositioning



Loading



Recovery



The professional kit

- IATA recovery Kit
- Worldwide and movable
- Fee for access
- No Fee no access
- This helps



Lower cost options

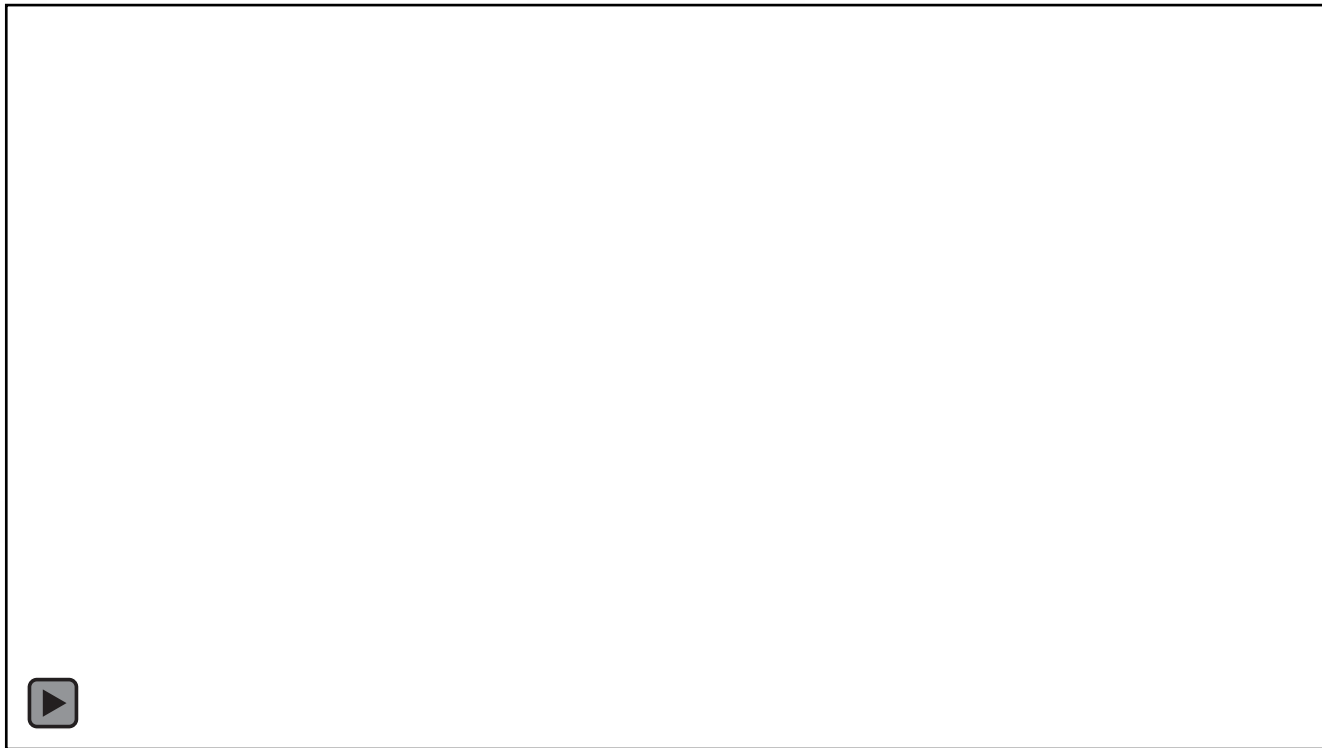
- Independent kits
- Small and transportable



Real scenarios

- Planning
- Decision group
- Time
- Fatigue
- Cost v Pressure

The event



The challenge



The planning meeting



The result



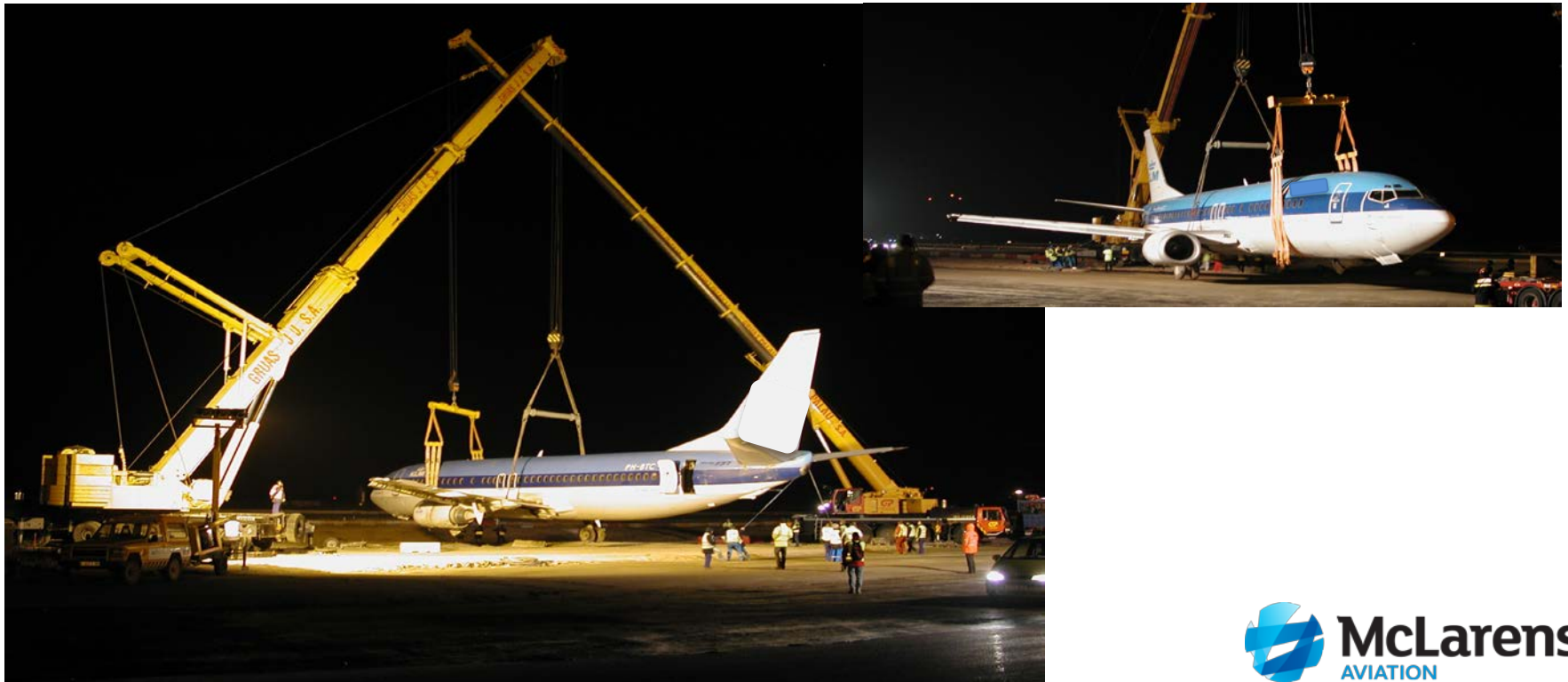
Site risks

- Who owns the site?
- Ego, toys
- Safety
- Fire hazards
- Dust
- Machines



Good lifting techniques

- Strong points, Spreader bars, Team work, Control



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