

problem in this regard on the Hercules Force. The use of a non-standard aircraft evacuation order by the captain of ZH876 is noted and while in this instance the call had the desired effect, an aircraft on fire is not the place for ambiguity. This accident serves as a timely reminder of the importance of proper evacuation drills for all aircraft and I have asked my Force Commanders to bring the issue to the attention of their crews.

5. In the immediate aftermath of ZH876's accident a number of disparate parties, working with varying levels of knowledge and information, entered the scenario. Importantly, a lack of clear command and control of the TLZ and post accident management on the ground, led to considerable confusion between Tac ATC, the captain of ZH876 and ~~XXXXXXXXXXXX~~, resulting in the landing of ~~2nd C130~~ on a contaminated landing strip. With the benefit of hindsight, afforded by both time and a safe peacetime environment, it is obvious that there were several clearly identified points at which the chain of events could have been broken. There was also an element of trying to determine the cause before responding to the immediate outcome of the accident, which added confusion to the post crash management process. However, having considered all the evidence, I believe that everyone involved acted with entirely the best of intentions, based on the information available to them at the time. I include in this, the captain and crew of ~~2nd C130~~ who sustained damage to their aircraft in effecting the 'rescue operation' from TLZ ~~XXXXXXXX~~. However, with respect to the damage to ~~2nd C130~~ I am surprised that when operating from the potentially damaging environment of natural surface strips, crews are not, as a matter of routine, conducting a thorough post-landing inspection of their aircraft at the next earliest opportunity. In this instance, such an inspection would have prevented the crew from flying additional sectors with a damaged aircraft and may well have prevented yet another serious incident had the damage been more severe. In view of this, I have asked the Hercules Force Commander to consider the introduction of such inspections into SOPs.

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6. The loss of ZH876 is a timely reminder of the sophisticated threats crews face in both current operational theatres. However, the findings of the Board also highlight a number of issues in the aftermath of the initial accident which serve to underline the importance on operations of flight safety and the safe operation of our aircraft, regardless of the situation.

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