

## **Restoring Aviation Confidence**

Recent aircraft crashes have captured the hearts, minds and souls of people around the world. Days of mourning, moments of grief, periods of reckoning, changes in the administration of oversight, and time - are necessary components of the healing process.

As a pilot and flight crew member with several thousand flight hours on various aircraft types (commercial jets and turboprops), fellow flight crew members and I have mitigated and resolved many aircraft component failures, several human factor incidents, and on one occasion a catastrophic flight control failure while airborne in close proximity to the ground. I can say without reservation that a failure of an aircraft control mechanism is an alarming and momentous life experience. The catastrophic failure occurred while on short final for landing after selection of full flaps. At or about the time the flaps became fully extended a flap actuating rod failure occurred, which resulted in flaps fully retracting and other flaps staying fully extended. A full flap asymmetry event is a catastrophic failure which can easily lead to loss of life and hull loss. (Even minor flap asymmetry on this aircraft type is considered a significant event which requires a built-in safety redundancy system). This particular event not only caused the flap extension & retraction motor to become inoperative at the very moment of flap actuator rod failure, but also served to render the built-in aircraft safety redundancy system to fail, which, in essence, resulted in dual component failure. But for the grace of God, all souls on board that aircraft survived and the operating crew was subsequently informed an airworthiness directive was issued requiring the flap actuating rods be changed out on the aircraft type at regular intervals. .../2

April 09, 2019 Pilot - Kevin S. Gauthier - Simcoe County, Ontario Canada

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Catastrophic aircraft events can lead to loss of life and are best prevented through proactive disclosures and effective oversight which serves to reduce known hazards. Everything that restricts or prevents proactive disclosures and effective oversight from being fully utilized - will continue to serve as a detriment to the industry, an unnecessary risk to passengers, and the evil enemy of flight safety.

Self-regulation in 'for-profit' industry is the present day tool utilized by private enterprise, manufacturers, and regulators which serves to prevent proactive disclosures and effective oversight from being fully utilized. This self-fulfilling prophecy is designed to reduce costs and compliance burdens and will continue to expose people of the world to known hazards that could otherwise be prevented.

Remove the enemy of flight safety and the industry will correct itself.

Respectfully,



Kevin S. Gauthier

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