

Received
P. Dobouyushin13/08/15
21:36 LTSSO EuroPROTESTExtension seatbelts

The extension seatbelts were to be addressed via scrutineering, who would be competent and knowledgeable engineers able to recognize the difference between standard and non-standard equipment i.e. approved & non-approved. This item is not listed in the pilots operating manual/handbook and, therefore, not required for normal operation.

With particular reference to Robinson aircraft, if this was required for normal operation then Robinson would have this item type certified if that was required.

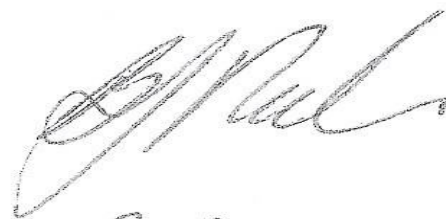
Thus so far, the argument has been put forward that some of the crews in the Russian delegation were "more portly" than others and required the seatbelt strap extending. The standard ~~configuration~~ configuration of an aircraft is deemed to be limiting with the different etc types competing e.g. skids/no skids, bubble doors/no bubble doors etc etc. A seatbelt is, indeed, a limiting factor of standard equipment. With the Robinson R44, the standard seatbelt will accommodate a person of 300lbs in weight (approx 136 KGS) for normal operation. Human factors are part of human limitation - fat/tall/thin/small. This is something an athlete has to address. It is far to say if an athlete wanted to compete in an aircraft where that person exceeded the seat belt size / seat limitation, he would have to change aircraft and not expect the rules to be changed to your requirements. For example, a co-pilot of Team GB - would like to fly an R22 but the limitations of the aircraft means he has to co-pilot in a Gazelle so

standard seatbelt of that aircraft which is a four point harness.

The object of extension seatbelts is ~~in~~side to encourage crews to extend reach forward which allows them to keep their buttocks both on the seat whereas leaning sideways restricts this by virtue of the fact of the fact of human form. The R22 demonstrates forward reach is not necessary to operate normally in this event but an advantage is gained through use of an extension belt.

Use of them can also encourage a dangerous condition as was witnessed by a British Crew. As the clasp/fastener on the seat belt extension is positioned further round the body and not low down in the seat making the exposure of the fastening prone to undoing. As the seatbelt encourages the operator to lean against the belt to aid forward reach, this could result in fatality, something we would rather not see in our happy competition.

We summarise that the use of such non-standard equipment is not in the rules.



B. J. NICOHL

BRITISH HELICOPTER
TEAM MANAGER

13/3/15

1630GMT.