

**MB**  
Martin-Baker

# escape

THE NEWSLETTER FROM MARTIN-BAKER AIRCRAFT ❄️ ❄️

JANUARY 2011 EDITION 25

LIVES SAVED TO DATE	7338
LIVES SAVED IN 2010	30

**FOCUS ON PEOPLE**  
**A CHAT WITH SIMON DUBERELY**

**TEAM SPOTLIGHT**  
**MARTIN-BAKER SECURITY**



**Welcome to the 25th Edition of Escape**

On reflection 2010 was a vintage year for the company. The factory produced 970 seats, a peacetime record, and something the entire work force should be very proud of. 2011 looks just as busy on the existing orders with Business Development, Sales and Programme offices working hard to generate new orders for the future.

In this edition Team Spotlight covers the ever increasing role of the security team at Martin-Baker who deftly handle the many thousands of people that visit the company each year. Please support them in doing their job of monitoring access to the site by having your car pass and security id visible on arrival at the firm and on yourself at all times.

The Martin-Baker Test and Evaluation Centre (TEC) is yet another department at the firm that contains within it a highly skilled dedicated group of individuals. The capabilities of this department are second to none and help to elevate Martin-Baker's capabilities well beyond any of our competitors. 2010 saw the team complete the full system JSF ejection seat test programme. (Expect to see a lot of press and publicity celebrating this over the next few months.) The JSF team across several departments now starts in earnest to complete the component qualification on JSF – an extremely important activity.



Investing in our employee's has always been a priority at the company and over the last twelve months we are delighted to see so many take up the offer of completing their NVQ qualification. (See Company improvement projects) If you are interested in taking up this offer please drop by Human Resources.

Finally please continue to send in your personal stories and pictures for Escape 2011 –

**Happy New Year**



JSF ejection tests were conducted over the Captieux test range at CEV Cazaux



**Total Lives saved to date: 7321  
Total lives saved in 2010: 15**

On the 23rd March, a RAF Hawk was taking part in pre season training at Hellenic Air Force base, in Kastelli, Crete. During the opposing pair manoeuvre between Red 6 and Red 7, a mid-air collision occurred. Red 6 (Mike Ling) made a lucky escape and ejected from his aircraft.

Mike was presented with his Ejection Tie Club pack by John Martin at Farnborough Air Show.



**New aircrew equipment for our Meteors**

In May this year, the Company test pilot, Andy Gent, was fitted with a new life preserver as part of the approved flight equipment ensemble for our Meteor test aircraft. The new Nomex material Mk 40L life preserver is made by RFD Beaufort. It has good fire retardant properties and much improved equipment stowage. The Mk 40 is in widespread use with the Royal Air Force where it also replaces the older Nylon Mk 30 series as previously used in our aircraft.

Later in the month, the Royal Air Force Centre of Aviation Medicine (RAFCAM) Aircrew Equipment Integration Group visited Chalgrove Test Site and confirmed the suitability of the Mk 40 life preserver for Meteor Mk 7.1/2 by conducting independent checks into the aircraft and its Mk10L (ME) ejection seat.



On the 24th September 2010, Lt. Joseph Eastman (left) and Capt. Nicholas Brumgard (right) ejected from a T-6 Texan II around 25 miles east of Laughlin, near the town of Spofford.

Dick Wood (Product Support Manager) travelled to Texas in September to welcome both ejectees to the Ejection Tie Club.



The Mk15B seat has been developed to provide a very lightweight and compact escape system for lightweight aircraft with limited space within the cockpit. Martin-Baker has now equipped the Grob G120 with the Mk15B ejection seat. The Grob G120 is currently the smallest aircraft to be equipped with Martin-Baker ejection seats. The Mk15B seat – weighing just 37kg – is also the first from Martin-Baker to feature a fully composite seat bucket.

The Mk15B was displayed on the Martin-Baker stand at Farnborough Air Show, where it was subject to much interest and enquiries by a number of light aircraft manufacturers and operators.



During Farnborough Air Show, John Martin met with Air Chief Marshal Rao Qamar Suleman, NI(M), SBT. (Chief of the Air Staff, Pakistan Air Force).



Martin-Baker Aircraft (MBA) is pleased to announce the first Centre of Excellence (CoE) award to the escape system maintenance facility of MBA S.A., Argentina.

MBA S.A., a private company, has its offices in Buenos Aires and the maintenance facility at FAA Base Las Higuerras Rio IV, in Rio Cuarto, near Cordoba. Since 1996, MBA S.A. has carried out overhaul and maintenance activities on over 600 ejection seats, including the: RM4, J5D, BR8LC, JM6, APO6A, BR10LCX and AR10LM. They support the Argentinean Armed Forces and many other customers within the Latin American region.

MBA S.A. also support customers with spares and support equipment, training courses, test equipment calibration and technical support.

Marcos Bernasconi and Mabel Fernandez were presented with a plaque at Farnborough Air Show by Jim and John Martin.

## TEAM SPOTLIGHT.....Martin-Baker Security

The main role of Site Security is to ensure that the company site is secure and safe. Most people know us only from showing their ID pass at the main gate.

Security Officers acknowledge seeing your pass. They do this in all weathers, at all times and always in a professional manner without causing a major traffic queue. Traffic control requires varied skills. Security deal with 50+ deliveries and 300 staff cars in and out during the day.

Officers patrol during the day and contact areas working after 5:00pm to check on people working alone. Night staff continue checks before patrolling and ensuring that unused buildings are secure. They also book contractors in and out (more than 4500 per year) until the site is empty. Buildings are then checked and locked for the night.

Night officers continue patrols, looking for leaks or spills or problems which they will try to contain. They unlock buildings prior to checking staff arriving for the day shift and issue and receive keys as required.

Officers and Administrators on the Reception desk meet and greet over 4000 people per year. Students, general visitors and VIPs arrive from almost every continent. One recent unexpected visitor was a former employee who left the Sewing Room to start a family 50 years ago!

Administrators book in visitors, provide switchboard support and perform tasks such as routine safety checks on equipment. They produce building and site maps, showing layouts for use by emergency services and locations of water and power supplies. They communicate with other companies to obtain information used to ensure the Safety Data Sheet database is up to date.

Security prevent hazards to pedestrians by ensuring that whenever possible, vehicles are turned around at the front of site to avoid vehicles delivering in the main yard, large vehicles are properly controlled until supervised by MBA staff. Other duties are varied and range from directing emergency response vehicles to ensuring cars are parked in allocated parking bays.



## EVENTS AND EXHIBITIONS



Air Force Association - USA September 2010



Defensys - Greece October 2010

### FUTURE EVENTS:

Aero India - Bengaluru, India – 9-13 February 2011

LAAD Defence & Security, Brazil – 12-15 April 2011

Army Aviation Association of America, TN, USA – 17-20 April 2011

Mick Cameron (far left) and John Buckler (far right) with Antonios Tsalamatas, Suzi Hadjimanuel (center) & Iphigenia Sachana from Miscota Ltd.

## A CHAT WITH.....SIMON DUBERLEY, EXPERIMENTAL INSPECTION

**Do you remember the date you started at Martin-Baker?**

Although I started my employment with Martin-Baker in September 1984, my first year was spent at Watford Technical College with five other Martin-Baker apprentices. This was followed by a three year practical placement within the Experimental department.

**What is your position within the Company?**

Development Technician – Experimental Inspection

**What does your job entail?**

The final inspection of prototype ejection seats together with the development of the procedures needed within the Experimental Inspection Department. I also assist the Design Department by suggesting improvements to our seats based on my findings whilst carrying out these roles.

**What is your greatest achievement at Martin-Baker?**

Managing to get a position within the Experimental Department at the end of my apprenticeship. I enjoy working with the talented people within Experimental and have worked on so many great projects including NACES, Rafale, Eurofighter Typhoon, JPATS and now JSF Lightning II. These projects I have worked on from conception, through development and then into preproduction runs in our department, so that the seat design is ready to enter our production areas.

**What do you like best at Martin-Baker?**

As with all employees I am proud to be working on such an interesting product that saves so many lives. I also have to say that the friendship among the workforce is one of the best things about our company and maybe this is something that is unique to a family run business.

**Are you married/children?**

Yes, I have been married to my wife Teruyo for the last ten years and we have two children, Megan who is seven, and Hana who is three. My wife is from Japan so we have been lucky enough to visit every year for the past 10 years or so.

**What is your all time favourite movie?**

Apollo 13, such a great story. I really admire how NASA overcame the technical challenges through improvisation, and saved the lives of their three astronauts. Inspirational.

**Do you have any particular hobbies?**

I coach a group of talented sprinters at Brunel University in the evenings. This has taken me to many international competitions and last year I was lucky enough to attend the World Athletic Championships in Berlin where I witnessed Usain Bolt break both the world records of the 100 and 200 meters respectively. These records could stay in place for many years, such is the extent to which they were broken.

**What do you think are the challenges ahead for Martin-Baker?**

To develop sustainable new business ideas for the future that run parallel with our already successful ejection seat projects. I also look forward to the company carrying on with apprenticeship schemes so that we can develop people for the manual/technical skilled areas of our business.





# TEST AND EVAL

The Martin-Baker Test and Evaluation Centre (TEC) was formed in 2001 by the amalgamation of the old Environmental Test and Seat Test departments. The two departments had always worked very closely together and there were areas in which they overlapped so having a single test department was a logical step.

The Photographic department was also included in the reorganisation as traditionally most of their work was in support of testing. However, the Photographic section continues, as it always has, to provide a valuable service to all areas of the company.

The purpose of the TEC is to test all of the company's products from component level to full seats and provide qualification evidence to our customers that the products are "fit for purpose". In addition, testing is an invaluable part of the development process and TEC provides high quality data to the design team to ensure products are optimised as far as possible before the qualification process begins.

TEC has facilities at three different sites, Denham, Chalgrove and Langford Lodge and currently employs a team of 30 fitters, technicians and engineers.

The Denham site houses the main departmental office and the environmental test workshop. The workshop has numerous conditioning chambers capable of simulating extreme temperatures, humidities and altitudes. There are also two corrosion tanks, two vibration machines and a static load rig where seat structures are loaded to demonstrate their load bearing capabilities.

There is a machining facility for pyrotechnic material and the manufacture of test fixtures. External to the workshop are a cartridge proof bay, drop rigs, a containment vessel for firing rocket motors and a launch pad in the field for deploying main and drogue parachutes.

Utilizing these assets, along with those sourced through external test houses, the section tests thousands of components during proof of concept, development and qualification test phases to quantify the effects that operating our products in extreme environments, around the world, will have on their performance. In performing these tests MBA demonstrate design robustness expected by the services in which they are employed.

In addition to these activities the Environmental Test section provides a production support role where material and assembly acceptance tests are undertaken. Activities include the validation of Liferaft/Lifejacket inflation units, shear pins, abrasion and corrosion testing of protective finishes plus the calibration of hand held gauges and life extension testing of fabric materials.

The airfield at Chalgrove houses several facilities including two Meteor aircraft, which are operated by the Aviation Department. These are used to carry out full sequence ejection tests at speeds up to 450 knots.

The airfield has a designated test range with fixed camera positions for the purpose of in-flight ejection tests from the Meteor. In addition, the aircraft can be deployed to other test ranges and earlier this year, were used for a programme of altitude tests of the US16E seat at the French MOD test range at Cazaux in southwest France.

Zero airspeed, zero altitude (zero/zero) ejection tests are also performed at Chalgrove, using a specially constructed test pad in the centre of the airfield.





# UATION CENTRE

Other facilities at Chalgrove include a catch net, which is used for tests in which only the ejection gun is fired, the inclined ejection tower, a shock test machine, an impact rig for testing headpads and helmets, a 40 foot drop test facility and a dynamic test rig for testing crashworthy seats. At present six members of the department are permanently based at Chalgrove.

The high speed test track at Langford Lodge in Northern Ireland is operated by TEC and a team of people are sent over to support each test. The track is 1900 meters (6200 ft) long and test sleds can be propelled to speeds of up to 650 knots (750 mph) using solid propellant rocket motors. The test velocity is maintained for approximately one second during which time the ejection takes place.

This may also include the jettisoning of a cockpit canopy or the break up of the transparency with an explosive cord. The sled is then decelerated and stopped using a water brake. The whole event typically takes less than 5 seconds and is captured using high speed digital video so that the ejection can be analysed and evaluated to ensure that everything has functioned correctly. More than 250 tests have been carried out at Langford Lodge since the track was commissioned in 1971.

An important element of most tests is the incorporation of electronic instrumentation to provide data with which to evaluate the items under test. The department has a team of 5 skilled instrumentation specialists whose job it is to integrate the instrumentation and capture the data. Several "state of the art" systems are available for this task.

In the environmental test area, static and portable data acquisition systems are used to capture data from operational tests and are capable of capturing twenty five thousand test data points a second from multiple pressure and load transducers. When a full seat is being tested either from either the Meteor or High Speed Sled, the data is transmitted from the seat and test manikin to a ground station using a radio link. The data is also recorded onboard the manikin as a backup.

The photographic section supports many of the tests carried out within the department, with the provision of high speed and conventional digital video and digital stills photography. The section currently has 14 high speed digital video cameras which allow high quality imagery to be reviewed within minutes of a test being performed. The section recently moved into a new studio and workroom complete with a "state of the art" video editing suite.

The department holds an extensive archive of test data, reports, films and photographs which date back to the 1960s and earlier. This data is a very valuable resource as many of the seats it relates to are still in service around the world.

In addition, the archives can be called upon to support "Qualification by Similarity". This entails using data acquired in earlier test programmes to qualify subsystems and in some cases whole seats where they are the same or very similar to those tested previously. This can greatly reduce the amount of testing required in some programmes.



# COMPANY IMPROVEMENTS PROJECT



## 2010 Apprentice recruitment:

In total, 85 applications were received for the recruitment of two new apprentices. The applications were whittled down to just 10 by an intense interview process and a number of questionnaires and tests.

The assessment day for the 10 applicants took place on 22nd July and each individual was given psychometric tests, numerical estimations and also a structured interview. Two lucky applicants, Sam Price & Harry Rudd were offered the jobs and started their first day on the 30th August.

Out of the remaining 8 individuals who were unsuccessful with the apprentices' positions, 3 names were given to a number of managers to be recruited elsewhere within the Company.

Following the two NVQ BIT Level 2 sessions completed in 2009, another 7 members of the Production Department have completed their NVQ level 2, while 5 others were completing the first NVQ Level 3 at Chalgrove.

During the 7 week course, both groups have been focussing on key issues affecting their processes and have applied key problem solving tools to identify and implement appropriate corrective measures in their workplace.

In addition to being assessed on the use of lean methodologies, the NVQ level 3 group has also been challenged on project management and team leading skills.

After completion of the on-site training, both groups have successfully submitted their project portfolios to the NVQ examination board and were awarded their NVQ certificates on 4th August 2010.

Investing in people is an important part of the lean programme at Chalgrove which aims at giving more ownership of continuous improvement projects and activities to team leaders and operators on the shopfloor. This will ultimately help to make today's incremental changes, long term improvements for the plant.



Chalgrove photo:  
L-R Jim Martin, Andrew Cooke, Terry Collins, Heath Cooper, Chris Holmes, Sam Price, Fabienne Couaillac, Neil Somerville, Ron James, Phil Brown, Cathy Payne, Chris Owens and John Martin.



Denham photo:  
L-R John Martin, Gabriel Harratt, Stuart Merlino, Sue Cotterell, Andy Brown, Bob Gray, Ben Tackie, Rupert Truman, Gavin Hazell, Hardip Duhra, John Atkinson, Howard Kitchener, Dennis Norkett, Alex Caswell, Lee Glover, Lee Underdown and Jim Martin.

## ENVIRONMENTAL.....Energy Initiatives

Following problems with compressors "tripping out" at Chalgrove, a survey revealed that the incoming supply voltage varied between 230v to 255v, while the equipment, along with all mains voltage equipment now manufactured, is designed to operate at a nominal 230volts. Because the incoming supplies do vary and can be affected by "natural" events such as lightning strikes, it was decided to look for options for smoothing and restricting the supply voltage.

Following enquiries, it was decided to install a Voltage power optimiser system, which essentially ensures that the incoming voltage taken for use does not exceed the 230v level, thereby ensuring a smooth stable supply with the added advantage that no excess voltage is consumed. It is anticipated this change will realise cost savings of some 10%+ on the total electricity bill for Chalgrove, and consumption is being monitored.

At Denham, a new form of lighting system is now on trial within the main packing building. This system is a combination of high efficiency lights similar to the self dimming variety in the main factory. These lights however, are connected in small cells or clusters which means that it is no longer necessary to turn on a complete row of lights spanning the length of the building, just to light part of the building for work purposes. The saving is anticipated to be some 5% of lighting electricity costs. Consumption in the area was measured prior to the trial installation and is currently being monitored.

## NEW STARTERS



David Robinson  
Design Support



David Fismister  
Purchasing



Christopher Haighton  
Purchasing



Anthony Twumasi  
Machine Shop



Matthew Parkinson  
Fitting Annex



Elaine Chamberlain  
Sewing Room



Samantha Afflick  
Purchasing



Sean Spicer  
Pyro Proof Test, Chalgrove



David Hughes  
Programmes



Darren Smith  
Machine Shop



Brian Johnson  
Fitting Shop



Paul Bryant  
TEC



Kevin Spink  
Machining Cell



Wojcieh Ciesnowski  
Finishing



Peter Neal  
Sheet Metal



Harry Spreadbury-Troy  
Design Support



David Gordon  
PED



Christopher Owens  
Production, Chalgrove



Bogdan Bandac  
Sewing Room



Neil Fowler  
Finishing



James Bio  
Fitting Shop



Tony Hayes  
QA



Harry Rudd  
Machine Shop



Samuel Price  
Machine Shop

# FOCUS ON PEOPLE



Helen Parissi left the Company on 5th November 2010, after 7 years of service in the Production Control Department.



While visiting the USS Midway museum in San Diego, Bill Mnich saw a display of ejection seats which included several Martin-Baker seats, and in particular, the GRU-7 seat that enabled Bill to have two successful ejections from the F-14 on the 6th September 1981 and 20th March 1987.



Graham Underdown retired on the 28th September 2010, after joining the company on 20th August 1962 - 48 years ago. Graham originally started as an Apprentice in the Drawing Office.



### ROUND THE ISLAND RACE 2010

Bill Lagoda, Mark Mutto, Martin Soles and Mark Elson successfully completed the 'Round the Island Race' around the Isle of Wight, with 1750 yachts participating.

The team finished in 9hrs 18min, coming in at 559th place out of the 1750, raising money for Breakthrough Breast Cancer.



Cassie Sutton (Chalgrove) completed the Great South Run on Sunday 24th October in aid of the Alzheimers Society. It was a 10 mile run in Portsmouth which she completed in 1hr 37mins 44secs. So far, Cassie has raised nearly £400 - if you would still like to sponsor her, please email: [CSutton@martin-baker.co.uk](mailto:CSutton@martin-baker.co.uk)



On the 6th November, Nino and Angela Catalanotto held an Italian Dinner and Dance at Denham Village Memorial Hall, raising a total of £1,853.00 for Michael Sobell House.

The funds raised will be used in the care and comfort of their patients and support for their families and carers.



Gill Oram (Chalgrove) left to go on maternity leave on Thursday 12th August to have a baby girl.



Mick Avenell retired from the Final Assembly Department on the 18th July 2010, after joining the Company on the 2nd February 1987, 23 years ago.



Roy Kenward visited Martin-Baker on the 19th August for a surprise tour of the Company, organised by his son. Roy ejected from a Sea Vixen on the 31st May 1965 and is registered as our 1000th ejectee. Roy is pictured with John Martin, being presented with a new Ejection Tie.



Design Support won the Inter Departmental 7-a-side Cricket Competition for the second year running; beating the Staff team in a closely fought final. The winning squad pictured above (from left to right): Nick Farrugia, Barry Marsh, Simon Eden, Mehul Shah, Gary Blinco, Keith Wilson, Clive Frampton, John Reclik, Gary Woolfrey, Kiran Chotai, Stuart Henderson & Paul Bryant (not pictured).



Picture: L-R: Larry Slosky, Alan Dunn, Bradley Wilkin, Joel Voulgas, Casey Colter, Cinthia Salazar and Jon Saxon.

Following the completion of almost 100 T-38 conversions (200 seats) at Laughlin AFB Tx, the ESUP field team have split in two and are operating at two concurrent bases of Randolph AFB Tx and Columbus AFB Ms.

The first set of ten aircraft to be converted at Columbus AFB is for the US Navy Test Pilot School. The base looks after the Navy aircraft for major servicing and repairs.



## Swedish Air Force

The Swedish Air Force was formed on July 1, 1926 when the aircraft units of the Army and Navy were merged. Because of the escalating international tension during the 1930s the Air Force was reorganised and expanded from four to seven squadrons. When World War II broke out in 1939 further expansion was initiated and this substantial expansion was not finished until the end of the war. Although Sweden never entered the war, a large air force was considered necessary to ward off the threat of invasion and to resist pressure through military threats from the great powers. By 1945 the Swedish Air Force had over 800 combat-ready aircraft, including 15 fighter divisions.

From 1945, the Swedish Air Force underwent a rapid modernisation. It was no longer politically acceptable to equip it with second-rate models. The Swedish Air Force purchased its first batch of 70 FB 1 Vampires in 1946, looking for a jet to replace the already outdated Saab 21 and J22s of its fighter force. A total of 310 of the more modern FB 50 were purchased in 1949. The last one was delivered in 1952, after which all piston-engined fighters were decommissioned.

From the 1950s to present day, the following fighter aircraft entered and retired from service: Saab 29 Tunnan (1950-1974), J 30 (1946-1954), Saab 32 Lansen (1956-1998), J 33 (1952-1960), J 34 (1955-1969), Saab 35 Draken (1960-1999) and Saab 37 Viggen (1972-2005).

The Swedish Air Force is now flying the Saab Gripen. The Gripen was first flown in December 1988 and entered operational service with the Swedish Air Force in 1997, replacing all current variants of the Viggen and the Draken.

There are currently 153 Gripens in service, all of which are fitted with Martin-Baker S10LS ejection seats.

Gripen training is now concentrated at F 7 Sätenäs, which flies JAS 39A and two-seater JAS 39Bs.

To date, there have been three Swedish lives saved using the S10LS ejection seat.

Aircraft Inventory	Quantity
SAAB Gripen JAS39A	70
SAAB Gripen JAS39B	14
SAAB Gripen JAS39C	14
SAAB Gripen JAS39D	55

Over the last 60 years Martin-Baker has attended many exhibitions and events around the world to promote its range of ejection seats and aircrew survival equipment and there have been a number of special visitors to the stands along the way.



## EJECTION REPORTS

Date: 8th April 2010  
 Operator: French Air Force  
 Aircraft Type: Mirage F1CT  
 Seat Type: F10M  
 Where: Near Orleans  
 The pilot ejected successfully

Date: 19th July 2010  
 Operator: Philippine Air Force  
 Aircraft Type: SIAI Marchetti  
 Seat Type: IT10LA  
 Where: Concepcion, Tarlac  
 Both pilots ejected successfully

Date: 13th April 2010  
 Operator: French Air Force  
 Aircraft Type: Alpha Jet  
 Seat Type: F10LN  
 Where: Near Orange-Caritat Air Base  
 The pilot ejected successfully

Date: 23rd July 2010  
 Operator: Canadian Forces  
 Aircraft Type: F/A-18A  
 Seat Type: NACES  
 Where: Alberta International Air Show  
 The pilot ejected successfully

Date: 1st May 2010  
 Operator: Oman Air Force  
 Aircraft Type: Jaguar  
 Seat Type: OB9  
 Where: Thumrait Air Base  
 The pilot ejected successfully

Date: 17th August 2010  
 Operator: Iran Air Force  
 Aircraft Type: F-4 Phantom  
 Seat Type: H7AF  
 Where: Bushehr  
 Both pilots ejected successfully

Date: 11th May 2010  
 Operator: French Air Force  
 Aircraft Type: Mirage 2000  
 Seat Type: F10Q  
 Where: Near Mont-de-Marsan Air Base  
 The pilot ejected successfully

Date: 24th August 2010  
 Operator: Spanish Air Force  
 Aircraft Type: Eurofighter  
 Seat Type: 16A  
 Where: Near Seville  
 The pilot ejected successfully

Date: 3rd June 2010  
 Operator: Serbian Air Force  
 Aircraft Type: Soko Orao  
 Seat Type: YU10J  
 Where: Gruzansko lake  
 The pilot ejected successfully

Date: 23rd September 2010  
 Operator: Bangladesh Air Force  
 Aircraft Type: Chengdu F-7  
 Seat Type: BD10LZ  
 Where: Chittagong  
 The pilot ejected successfully

Date: 10th June 2010  
 Operator: US Navy  
 Aircraft Type: T-45  
 Seat Type: NACES  
 Where: NAS Kingsville  
 The pilot ejected successfully

Date: 24th September 2010  
 Operator: US Air Force  
 Aircraft Type: T-6 Texan II  
 Seat Type: US16LA  
 Where: Near Bracketville  
 Both pilots ejected successfully

Date: 24th June 2010  
 Operator: Indonesia  
 Aircraft Type: KT-1B Wong Bee  
 Seat Type: KR16LF  
 Where: Bali  
 Both pilots ejected successfully

Date: 30th September 2010  
 Operator: Columbia Air Force  
 Aircraft Type: Kfir TC-7  
 Seat Type: JM6  
 Where: Santander region  
 Both pilots ejected successfully