

Follow-up Action on Occurrence Report

ACCIDENT TO PIPER PA28-200-2, G-BKCB, AT WARREN FARM, LAMBOURNE ON 3 DECEMBER 2000
(AIRCRAFT SUFFERED AN IN-FLIGHT STRUCTURAL FAILURE AND CRASHED)

CAA FACTOR NUMBER : F41/2003
FACTOR PUBLICATION DATE : 10 December 2003
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2000/08893
AAIB REPORT : Bulletin 11/2003

SYNOPSIS

(From AAIB Report)

Whilst apparently flying normally in clear air at a height of around 4,200 feet, at or below manoeuvre speed, the aircraft suffered an in-flight structural failure within five seconds of deviating from straight and level flight. The main part of the aircraft was severely disrupted by trees just before ground impact, but there was no fire. Detailed examination and analysis of the wreckage revealed that the first event in the break-up sequence had been the failure, in download, of the outer section of the left wing. No pre-existing defects were identified in the structure of the wing or the flying control systems, and there was no evidence of atmospheric turbulence or any factor requiring the pilot to carry out an evasive manoeuvre. The investigation concluded that a manoeuvre, resulting from unintentional and unusual control inputs by either the pilot and/or the front seat passenger, sufficient to overload the wing structure, was the most likely cause of the wing failure.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2003-98

The CAA should review the current training syllabus for the Private Pilot's Licence and the literature available to pilots generally, with respect to raising the awareness of the significance of manoeuvre speed, and clearly make it known that flying at or below manoeuvre speed does not provide protection for the aircraft structure from damaging stresses for all possible combinations, and reversals of, control inputs.

CAA Response

The CAA accepts this Recommendation.

The CAA will review the current training syllabus for the Private Pilot's Licence by 1 April 2004.

The CAA already publicises the dangers of extreme control movements during General Aviation safety evenings. In order to further raise the awareness of the significance of manoeuvre speed, an article on the subject will be published in the General Aviation Safety Information Leaflet (GASIL). The article will highlight that flying at or

below manoeuvre speed does not provide protection for the aircraft structure from damaging stresses for all possible combinations, and reversals of, control inputs.

CAA Status - Open