

Follow-up Action on Occurrence Report

ACCIDENT TO ZENAIR CH 601UL ZODIAC, G-RUVI, NEAR BEWDLEY, WORCS ON 28 JUNE 2003
(ENGINE STOPPED IN FLIGHT AND AIRCRAFT FORCE LANDED)

CAA FACTOR NUMBER : F6/2004
FACTOR PUBLICATION DATE : 12 January 2004
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2003/04139
AAIB REPORT : Bulletin 12/2003

SYNOPSIS

(From AAIB Report)

This was the first flight of a recently constructed aircraft and it was using premium unleaded motor fuel. The engine had been run on the ground for about 12 minutes and the aircraft had then been parked in the open for over an hour. Subsequently, the aircraft was started up, taxied and took off, but the pilot had omitted to select on the electric fuel pump. During the initial climb the engine lost power and a forced landing was carried out. The aircraft was inspected following the accident and no apparent faults were found with the engine or the fuel system. It was concluded that a vapour lock had occurred in the fuel lines to the engine mechanical fuel pump, and that this could have probably been avoided had the electric pump been operational. The aircraft's fuel system was not fitted with a vapour return line, which was required on all Rotax 912 equipped aircraft using unleaded motor fuel and issued with a UK PFA permit to fly; this was to comply with CAA Airworthiness Notice 98B.

FOLLOW UP ACTION

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

Recommendation 2003-124

The PFA should inform all owners of the Zenair CH601 aircraft, fitted with Rotax 912 engines and issued with permits to fly, of the need to install a vapour return fuel line to the fuel system in order to comply with CAA AWN 98B.

CAA Response

This Recommendation is not addressed to the CAA.

The CAA has raised the subject of this Safety Recommendation at a recent meeting with the PFA, and will monitor the action taken by the PFA in response to it.

CAA Status - Closed