

## Follow-up Action on Occurrence Report

**ACCIDENT TO SIROCCO 377GB, G-MNDW, NEAR ASHBY DE LA ZOUCH ON 27 JANUARY 2004**  
**(AIRCRAFT RENDERED UNCONTROLLABLE AFTER IN-FLIGHT STRUCTURAL FAILURE OF THE TAILPLANE)**

**CAA FACTOR NUMBER** : F53/2004  
**FACTOR PUBLICATION DATE** : 14 December 2004  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2004/00499  
**AAIB REPORT** : Bulletin 11/2004

### SYNOPSIS

(From AAIB Report)

The aircraft experienced an in-flight structural failure of the tailplane, which rendered it uncontrollable. This is the second such occurrence within the United Kingdom. Following a previous fatal accident in 1995, UK Sirocco aircraft were modified to address concerns over the design of the tailplane and its attachments. Although these modifications had been accomplished on G-MNDW, the tailplane had failed through loss of structural integrity and in a similar manner. The investigation identified shortcomings in the method of accomplishment of the modifications and raised further concerns over the design and construction of the tailplane and its mountings. Early during the investigation the continued airworthiness of the aircraft type was discussed with the British Microlight Aircraft Association (BMAA). Interim action to suspend the type's Permit to Fly was taken by the BMAA on 6 February 2004. Design changes are recommended to restore the airworthiness of the Sirocco 377GB.

### FOLLOW UP ACTION

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

#### Recommendation 2004-76

It is recommended that the British Microlight Aircraft Association (BMAA) indefinitely suspends the Permits to Fly of all UK registered Sirocco aircraft until appropriate design and modification action have been taken to restore the airworthiness of the aircraft.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**