

## Follow-up Action on Occurrence Report

**ACCIDENT TO SZD 50-3 PUCHACZ GLIDER, HCD, NEAR HUSBANDS BOSWORTH ON 18 JANUARY 2004**  
**(GLIDER SPUN INTO GROUND DURING TRAINING)**

**CAA FACTOR NUMBER** : F3/2005  
**FACTOR PUBLICATION DATE** : 14 February 2005  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2004/00294  
**AAIB REPORT** : Bulletin 1/2005

### SYNOPSIS

(From AAIB Report)

The flight, with an instructor and student on-board, was planned from Husbands Bosworth. Although no-one overheard the pre-flight briefing, it is likely that the primary aim of the flight was spinning training. Witnesses saw the aircraft enter a spin at around 1,500 feet agl and continue in a normal, steeply nose-down, spin with no significant change in the flight path before it impacted the ground. A number of likely explanations for the accident were considered but no conclusive evidence was found. The investigation was unable to dismiss the possibility of pilot incapacitation or of a control restriction/malfunction, and so five Safety Recommendations are made.

### FOLLOW UP ACTION

The five Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2004-65

It is recommended that the British Gliding Association require all Gliding Clubs to ensure that instructors and pilots establish and brief students on, minimum entry heights, minimum recovery initiation heights and minimum recovery heights, whenever intentional spinning is planned. These heights should take into account the characteristics of the glider type being flown, the experience and ability of the crew, and the possible need to abandon the glider.

#### CAA Response

The recommendation is not addressed to the CAA.

**CAA Status - Closed**

### **Recommendation 2004-66**

The Civil Aviation Authority should review the National Private Pilot's Licence medical standards to confirm that the combination of the Driver and Vehicle Licensing Agency (DVLA) Scheme and National Private Pilot's Licence Information Sheets adequately address the risk of medically induced distraction or incapacitation for instructors and pilots authorised to carry passengers.

#### **CAA Response**

The CAA accepts this recommendation. The CAA Safety Regulation Group (SRG) Safety Plan contains a Safety Intervention which requires an annual review of the National Private Pilot Licence (NPPL) Medical Standards with a report to the SRG Executive Committee. Two reports have been given since the Licence was introduced, and the 2005 report (due in March) will incorporate this recommendation to review the NPPL medical standards to confirm that they adequately address the risk of medically induced distraction or incapacitation for instructors and pilots authorised to carry passengers.

**CAA Status - Open**

### **Recommendation 2004-67**

It is recommended that the British Gliding Association should undertake a review of their medical standard requirements to assess whether it remains appropriate for glider pilots with any valid instructional ratings to give flying instruction in gliders whilst only in possession of a valid DVLA Class 2 Medical Declaration.

#### **CAA Response**

The recommendation is not addressed to the CAA.

**CAA Status - Closed**

### **Recommendation 2004-68**

It is recommended that the British Gliding Association require regular inspections to be conducted on the left wing bevel gear support structure associated with the airbrake actuation system of the SZD Puchacz glider, paying particular attention to the bond between the gear support web and the inner face of the wing root rib.

#### **CAA Response**

The recommendation is not addressed to the CAA.

**CAA Status – Closed**

### **Recommendation 2004-100**

The Civil Aviation Authority should re-emphasise the advice to pilots concerning the need to discuss with their treating physician and/or GP, any changes in medical condition, treatment, or the need for additional investigations not previously thought necessary when renewing or applying for medical documentation in relation to a flying licence.

#### **CAA Response**

The CAA accepts this recommendation. The explanatory notes to the Medical Declaration which pilots with a National PPL are required to sign, and the CAA web site advice, have been changed to re-emphasise that pilots should discuss with their treating physician and/or GP any changes in their medical condition, their treatment or the need for additional investigations, at any time, not just when they are renewing or applying for medical documentation in relation to their licence. This will be further re-emphasised to all General Aviation pilots by an article in a forthcoming GASIL CAA safety publication.

**CAA Status - Closed**