

Follow-up Action on Occurrence Report

**ACCIDENT TO CESSNA U206F STATIONAIR, G-BGED, NEAR HONITON, DEVON ON 27 JUNE 2004
(PARACHUTING AIRCRAFT CRASHED FOLLOWING ENGINE FAILURE AFTER TAKE-OFF)**

CAA FACTOR NUMBER : F40/2005
FACTOR PUBLICATION DATE : 09 December 2005
OPERATOR : Club / Group
CAA OCCURRENCE NUMBER : 2004/04169
AAIB REPORT : Bulletin 11/2005

SYNOPSIS

(From AAIB Report)

Shortly after takeoff, with the pilot and five parachutists on board (including one 'tandem' pair), the aircraft's engine began to lose power. The pilot flew to the east away from the airfield for a distance of some 6 nm, achieving a maximum height of approximately 1,100 ft agl, before turning back. As the engine lost power the pilot was unable to maintain height and, in attempting a forced landing, the aircraft clipped the tops of several tall trees and crashed steeply nose down into a sloping grass field.

Nine Safety Recommendations are made.

FOLLOW UP ACTION

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

Recommendation 2005-40

It is recommended that the British Parachute Association review the contents of the Pilot's Information Manual to ensure that all information contained is accurate, presented clearly in a professional manner and that a procedure is adopted to ensure that any future changes are promulgated expeditiously to all member clubs.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-41

It is recommended that the Civil Aviation Authority, in consultation with the British Parachute Association, review their oversight of Parachute Schools, to ensure that the procedure currently in place adequately addresses its original intent, i.e. the establishment and maintenance of the highest reasonable standards of operation of such schools, including the operational standards for the aircraft and pilots engaged in parachuting operations.

CAA Response

The CAA accepts this Recommendation.

The BPA is approved by the CAA for certain defined functions, and the way those functions are to be conducted has been set out by the BPA in an Exposition that forms the basis of the approval. The main purpose of this approval is to enable the CAA to accept recommendations from the BPA regarding the continued competency of each club, and on the adequacy of the club's organisation and procedures, so that the CAA may issue parachuting permissions on the basis of those recommendations. For this purpose the BPA audits each parachute club to a schedule agreed with the CAA. In order to be satisfied regarding the continuation of the approval, the CAA audits the work of the BPA that is conducted under approval.

The CAA will, in consultation with the BPA, review these arrangements to ensure that the BPA Exposition, and the procedures for auditing affiliated parachute clubs that are subject to CAA permission, provides proper assurance of appropriate standards and operational procedures relating to their parachuting activities and associated aircraft operations generally. This review will be completed by 31 March 2006. However, in relation to the BPA's requirements for role training and testing of pilots, it should be noted that any changes will be dependent on BPA action in response to the associated Recommendation 2005-042.

CAA Status - Open

Recommendation 2005-42

It is recommended that the British Parachute Association revise sections of the Operations Manual relating to the operation of parachuting aircraft, with the intention of clarifying the flying training syllabus and test syllabus required to qualify as a parachute pilot.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-43

It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, consider issuing a requirement for appropriate energy attenuating material to be installed as flooring in aircraft engaged in parachuting operations, where the occupants are required to be seated on the floor.

CAA Response

This recommendation is not addressed to the CAA. The CAA, however, stands ready to assist the BPA in its consideration of the need for a requirement for appropriate energy attenuating material to be installed as flooring in aircraft engaged in parachuting operations, where the occupants are required to be seated on the floor.

CAA Status - Open

Recommendation 2005-44

It is recommended that the British Parachute Association include specific advice in their Manuals detailing emergency situations, in aircraft engaged in parachuting operations, concerning when conjoined tandem jumpers should separate from each other.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-45

It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, consider the practicality of installing appropriate restraint systems for parachutists in all aircraft engaged in parachuting operations.

CAA Response

This recommendation is not addressed to the CAA. The CAA, however, stands ready to assist the BPA in its consideration of the practicality of installing appropriate restraint systems for parachutists in all aircraft engaged in parachuting operations.

CAA Status - Open

Recommendation 2005-60

It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, establish an appropriate 'brace' position for each seating position on aircraft engaged in parachuting operations.

CAA Response

This Recommendation is not addressed to the CAA. However the CAA stands ready to work with the British Parachute Association to consider whether an appropriate brace position can be established for each seating position on aircraft engaged in parachuting operations.

CAA Status - Open

Recommendation 2005-61

It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority and the European Aviation Safety Agency, conduct a review of cabin interiors on aircraft engaged in parachuting operations with regard to improving their crashworthiness.

CAA Response

This recommendation is not addressed to the CAA. The CAA, however, stands ready to assist the BPA in conducting, in consultation with EASA, a review of cabin interiors on aircraft engaged in parachuting operations with regard to improving their crashworthiness.

CAA Status - Open

Recommendation 2005-62

It is recommended that the European Aviation Safety Agency develop standards for appropriate recording equipment that can be practically implemented on small aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed