

Follow-up Action on Occurrence Report

**ACCIDENT TO TEAM HIMAX 1700R, G-CCAJ, AT RHIGOS, SOUTH WALES ON 30 AUGUST 2005
(AIRCRAFT TOOK OFF, STALLED AT A LOW HEIGHT AND CRASHED)**

CAA FACTOR NUMBER : F21/2006
FACTOR PUBLICATION DATE : 10 May 2006
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2005/07009
AAIB REPORT : Bulletin 4/2006

SYNOPSIS

(From AAIB Report)

The aircraft took off, carried out an abbreviated circuit and stalled at a low height on the base turn. The ground impact was in a steep nose-down attitude and the pilot suffered serious injuries. One safety recommendation was made.

FOLLOW UP ACTION

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

Recommendation 2006-06

It is recommended that the Popular Flying Association reviews the design of the attachments of the shoulder harness and its securing cable in the rear fuselage of Team Himax and Minimax aircraft, to reduce the possibility of the shoulder harnesses slipping off the pilot's shoulders and to ensure that all bends in the restraining cable are of greater than the minimum bend radius recommended by the cable manufacturer and not routed over sharp edges.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed