

Follow-up Action on Occurrence Report

**ACCIDENT TO RANS S6-ES COYOTE II, G-CCNB, NEAR SHIFNAL, SHROPSHIRE ON 28 MARCH 2005
(DURING A GO-AROUND, THE AIRCRAFT STALLED AND CRASHED)**

CAA FACTOR NUMBER : F17/2006
FACTOR PUBLICATION DATE : 13 June 2006
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2005/02083
AAIB REPORT : Bulletin 4/2006

SYNOPSIS

(From AAIB Report)

During a go-around, the aircraft stalled and crashed into two parked motor caravans, seriously injuring the owner of one of them. Investigations revealed that the pilot, who had qualified and trained on flex-wing aircraft, had not received adequate training to fly a three-axis aircraft, and was not in current flying practice. The approach had been flown towards rising ground and an illusory visual horizon was a contributory factor. The aircraft was overweight at the time of the accident and its elevators were incorrectly rigged. Pilot training requirements did not differentiate between control system types and so safety recommendations were made to address this aspect.

FOLLOW UP ACTION

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

Recommendation 2005-128

The Civil Aviation Authority should require holders of the Private Pilots Licence (Aeroplane) (Microlights) converting from weight shift to three-axis control systems, or the reverse, to undertake adequate conversion training and pass a Flight Test conducted by an appropriately qualified microlight pilot examiner.

CAA Response

The CAA accepts this recommendation and proposes that the requirements at Schedule 8 Part A Section 3 (7)(b) in respect of differences training between 3-axis and weight shift Microlights be moved to Schedule 8 Part B - Microlight Class Rating, and be revised to incorporate a skill test with an authorised Microlight Flying Examiner as part of differences training. This will require consultation with industry, regulatory impact assessment and an amendment to the Air Navigation Order. A date for possible implementation is likely to be end of 2007.

CAA Status - Open

Recommendation 2005-129

The Civil Aviation Authority should mandate the arrangements for grant of National Private Pilots Licence (Microlights) qualifications which are presently published in the British microlight Aircraft Association's Instructor and Examiner Guide and incorporate them into LASORS.

CAA Response

The CAA accepts this recommendation insofar as it may implement the recommendation itself, or delegate action to the BMAA and NPLG. A decision on which method will be employed will be made by end August 2006, at which time an implementation date will also be estimated.

CAA Status - Open

Recommendation 2005-130

The Civil Aviation Authority should mandate that, where holders of an NPPL(M) are required to undertake Control System Differences Training in accordance with the Air Navigation Order 2005, they should also be required to demonstrate an adequate level of flying skill on an aircraft possessing the previously unfamiliar control system before flying unsupervised in an aircraft with such a control system.

CAA Response

The CAA accepts this recommendation. The changes proposed in response to AAIB Safety Recommendation 2005-128 will also serve to satisfy this recommendation.

CAA Status - Open