

## Follow-up Action on Occurrence Report

**ACCIDENT TO CESSNA FR172E, G-OMAC, AT BRACKLESHAM BAY, WEST SUSSEX ON 7 AUGUST 2005  
(AIRCRAFT CRASHED DURING BANNER-TOWING OPERATIONS)**

**CAA FACTOR NUMBER** : F24/2006  
**FACTOR PUBLICATION DATE** : 12 July 2006  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2005/06283  
**AAIB REPORT** : Bulletin 6/2006

### SYNOPSIS

(From AAIB Report)

The pilot and aircraft had been involved in two consecutive days of banner-towing operations. The accident occurred on a positioning flight towards the end of the second day. Shortly after takeoff the aircraft was seen to turn left, with an increasing angle of bank, until it stalled and impacted the ground after turning through approximately 310°. Although the banner hook installation showed evidence of interference with the rudder, it was considered that this was not a factor in the accident. The most likely cause was a stall following the turn to the left with an increasing bank angle. This may have resulted from an attempt to maintain visual contact with a point on the ground, and would have been exacerbated by an increasing tailwind. It was also considered that the pilot may have been affected by fatigue after the two intensive days of banner-towing.

Recommendations have been made relating to the banner hook installation and on fatigue associated with banner-towing operations.

### FOLLOW UP ACTION

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

#### Recommendation 2006-42

It is recommended that the European Aviation Safety Agency review the design of tow hooks fitted to banner-towing aircraft with particular regard to eliminating any possibility of the hook interfering with the aircraft's primary flying control surfaces.

#### CAA Response

This recommendation is not addressed to the CAA.

**CAA Status - Closed**

### **Recommendation 2006-43**

It is recommended that the Civil Aviation Authority initiate a study into the fatigue aspects associated with flying operations such as banner towing and provide guidance on duty and flying hour's limitations to such operators.

### **CAA Response**

The CAA does not accept this recommendation. There is little evidence in the report showing that fatigue or cumulative fatigue had a direct bearing on this accident, which occurred after all banner towing operations had been completed. The Air Navigation Order (Article 32(4)) is clear regarding a pilot's responsibilities for his own fitness for flying. Further, although banner towing is not explicitly referenced in CAA publications, all published guidance is believed to provide sufficient material for pilots to reach a considered judgement on their fitness to fly.

**CAA Status - Closed**