

Follow-up Action on Occurrence Report

ACCIDENT TO PIPER PA38-112 TOMAHAWK, G-BYLE, NEAR BIGGIN HILL AIRPORT ON 22 OCTOBER 2005(AIRCRAFT WITH ENGINE PROBLEM CRASHED AFTER TURNBACK TO DEPARTURE AIRFIELD)

CAA FACTOR NUMBER : F41/2006
FACTOR PUBLICATION DATE : 10 November 2006
OPERATOR : Surrey and Kent Flying Club
CAA OCCURRENCE NUMBER : 2005/08706
AAIB REPORT : Bulletin 11/2006

SYNOPSIS

(From AAIB Report)

Shortly after takeoff the aircraft experienced an engine problem which was probably the result of water contamination of the fuel. In the resultant situation, the recommended option was to land straight ahead into a field. However, possibly influenced by a partial engine recovery, the commander decided to attempt to turn back towards the departure runway. The aircraft had turned through approximately 180° to the left when it stalled and crashed.

FOLLOW UP ACTION

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

Recommendation 2006-109

The European Aviation Safety Agency should instigate a one-off inspection of PA-28 and PA-38 aircraft fuel filler caps to identify any with unserviceable rubber gaskets or excessive wear in the metal locating lugs and require refurbishment or replacement of any defective caps.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-75

The UK CAA should alert light aircraft owners, operators and maintainers of the dangers inherent in using worn, degraded or loose-fitting fuel tank filler caps.

CAA Response

The CAA accepts this recommendation. The CAA will publish, in its December 2006 issue of the General Aviation Safety Information Leaflet (GASIL) an article alerting light aircraft owners, operators and maintainers to the dangers of worn, degraded or loose fitting fuel tank filler caps.

CAA Status - Open