

## Follow-up Action on Occurrence Report

*ACCIDENT TO FLIGHT DESIGN CT2K, G-CBUF, AT HIGH WYCH ON 10 JUNE 2006*

CAA FACTOR NUMBER : F7/2007  
FACTOR PUBLICATION DATE : 09 March 2007  
OPERATOR : Private  
CAA OCCURRENCE NUMBER : 2006/04838  
AAIB REPORT : Bulletin 1/2007

### SYNOPSIS

From AAIB Report:

Whilst in a steep continuous orbit to the left at relatively low level, the engine stopped suddenly, leaving little time for the pilot to plan for a forced landing. After touching down in a field of standing corn, the aircraft flipped over on to its back. The occupants were uninjured and vacated the aircraft through the doors.

### FOLLOW UP ACTION

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

#### Recommendation 2006-105

It is recommended that the British Civil Airworthiness Requirements Section S Working Group of the Civil Aviation Authority, review the Section S Fuel System design requirements to ensure that any present or future requirements are applied in a consistent manner to UK registered aircraft.

#### CAA Response

The CAA accepts this recommendation. The CAA will, in conjunction with the BCAR S Working Group, review the BCAR Section S Fuel System design requirements and develop additional guidance material with the aim of producing a consistent approach for UK registered aircraft. This review will be completed by the end of March 2007 and any changes identified during the review will be included in the BCAR S amendment process.

**CAA Status - Open**

**Recommendation 2006-106**

It is recommended that P&M Aviation review the fuel system design of the CT2K aircraft and consider making available to UK owners a modification that makes the fuel system the same as that approved in the CTSW version of the aircraft, i.e. the ability to feed fuel to the engine from both fuel tanks simultaneously.

**CAA Response**

This recommendation is not addressed to the CAA.

**CAA Status - Closed**