

Follow-up Action on Occurrence Report

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ACCIDENT TO RAF 2000, G-REBA, AT COLLIFORD LAKE, BODMIN MOOR ON 1 JUNE 2006

CAA FACTOR NUMBER : F33/2007
FACTOR PUBLICATION DATE : 10 October 2007
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2006/04532
AAIB REPORT : Bulletin 9/2007

SYNOPSIS

From AAIB Report:

The gyroplane was being flown to Bodmin airfield in Cornwall by the pilot who was also the owner and the builder. Approximately 2.8 nm north-east of Bodmin airfield at a height of about 450ft agl, the main rotor blades stopped. The gyroplane fell to the ground fatally injuring the pilot. The main rotor blades had contacted the vertical stabiliser, propeller and rudder.

Test flying conducted by the UK CAA identified undesirable handling characteristics of the RAF 2000. As a result the CAA has published Mandatory Permit Directive MPD 2006-013, restricting operation of the type.

The investigation has identified an undiagnosed medical problem, pre-impact mechanical interference of the control runs and undesirable handling characteristics of the gyroplane, but has not identified the precise cause of the accident. However any combination of these factors could have caused the accident. Four Safety Recommendations have been made.

FOLLOW UP ACTION

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

Recommendation 2006-087

It is recommended that the Popular Flying Association takes the immediate steps to ensure that a Duplicate Inspection is carried out following the embodiment of MPD 2006-03 on the RAF 2000.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-088

It is recommended that the Popular Flying Association takes the necessary immediate steps to ensure that the safety chain connected to the trim springs on the RAF 2000 does not jam the moving parts in the control system.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-090

It is recommended that the Popular Flying Association considers introducing a modification to the lower control rods of the RAF 2000 to protect them from being damaged by the trim springs.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2007-052

It is recommended that the Civil Aviation Authority includes a statement in all Mandatory Permit Directives affecting aircraft operating under Permits to Fly to clearly advise owners if the work content requires a duplicate or independent inspection.

CAA Response

As with Safety Recommendation 2005-085, the CAA partially accepts this Recommendation insofar as it relates to the need for a duplicate inspection. The PFA procedures include defined processes that include the need to carry out duplicate or independent inspections whenever the work involves primary structure or control systems.

In this case, the owner performed the modification actions apparently without reference to a PFA inspector or recording it in the aircraft's log book. This is notable, despite MPD 2006-03 stating:- "During embodiment of the modification and after completion, the work must be inspected at appropriate stages by a person approved either by the CAA or the PFA. Compliance with this MPD and appropriate inspections should be in accordance with normal PFA procedures and recorded in the aircraft log book".

The CAA does not consider it appropriate to amend MPDs to simply identify duplicate/independent inspections.

CAA Status - Closed