

## Follow-up Action on Occurrence Report

*ACCIDENT TO TIPSY NIPPER T.66 SERIES 3 NIPPER, G-ONCS, AT WEST MERSEA, TOLLESBURY, ESSEX ON 13 AUGUST 2007*

**CAA FACTOR NUMBER** : F7/2008  
**FACTOR PUBLICATION DATE** : 12 May 2008  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2007/07729  
**AAIB REPORT** : Bulletin 3/2008

### SYNOPSIS

From AAIB Report:

After intentionally entering a spin, the aircraft adopted a flat attitude, from which the pilot found it difficult to recover. After some 26 turns, he effected a recover and made an emergency landing on to marshy ground; the aircraft came to rest inverted. Data gathered by a webcam and a laptop computer, fitted to the aircraft by the pilot in order to 'self critique' his aerobatic routines, allowed an analysis of the spin to be made.

### FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB following their investigation is reproduced below together with the CAA's response.

#### Recommendation 2007-115

It is recommended that the Civil Aviation Authority, in conjunction with the Light Aircraft Association, should publish information relating to UK registered aircraft approved for spinning, with a view to ensuring that guidance is given on how a spin should be entered, so as to maximise the probability of the aircraft spinning in a predictable manner, one that is amenable to recovery using standard actions.

#### CAA Response

The CAA accepts this Recommendation and will, in conjunction with the Light Aircraft Association, publish information relating to those UK registered aircraft approved for spinning, with a view to ensuring that guidance is given on using the correct spin entry and recovery techniques as published in the aircraft's flight manual, so as to maximise the probability of the aircraft spinning and recovering in a predictable manner. This information will be published in the General Aviation Safety Information Leaflet (GASIL) by September 2008.

**CAA Status - Open**