

Follow-up Action on Occurrence Report

**ACCIDENT TO PIPER PA-28R-201T, TURBO CHEROKEE ARROW II, G-JMTT, AT BRAGLEENMORE FARM, NEAR OBAN
ON 9 APRIL 2007**

CAA FACTOR NUMBER : F9/2008
FACTOR PUBLICATION DATE : 10 July 2008
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2007/03030
AAIB REPORT : Bulletin 6/2008

SYNOPSIS

From AAIB Report:

The commander was planning to return to Andrewsfield Airfield, Essex from Oban Airport after a weekend of touring with his family. The weather was poor and the commander (who was not IMC or instrument rated) said to the Air/Ground operator at Oban that he would depart "to have a look at the weather" and then return to Oban if not suitable. The aircraft departed Oban at 1035 hrs and the Air/Ground operator lost sight of it shortly thereafter due to the poor visibility as it headed West at approximately 1,000 ft amsl. The commander subsequently transmitted to Oban that he was changing to the en-route ATC frequency. Nothing was subsequently heard from the aircraft by any other ATC agency. The wreckage of the aircraft was discovered by a farmer the following day in the hill, 9 nm south of Oban Airfield. No technical fault was found apart from evidence of a pre-impact failure of the vacuum pump which would have caused the attitude indicator to become unreliable. The characteristics of the final flight path, particularly the high airspeed, the rapid descent and the rate of turn, were consistent with a loss of control following spatial disorientation in IMC. The vacuum pump failure, the commander's lack of instrument flying training and his apparent high blood alcohol level, all contributed to the spatial disorientation. This report contains four Safety Recommendations relating to the maintenance of vacuum pumps.

FOLLOW UP ACTION

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

Recommendation 2008-002

The Civil Aviation Authority should publicise the vacuum pump replacement requirements in Parker Airborne Service Letter 58A and recommend that operators and maintainers of such aircraft which will be operated under Instrument Flight Rules, comply with the limits specified therein.

CAA Response

The CAA accepts this Recommendation and will publicise, through the issue of a Letter to Operators, the vacuum pump replacement requirements in Parker Airborne Service Letter 58A and recommend that operators and maintainers of such aircraft which will be operated under Instrument Flight Rules, comply with the limits specified

therein. The CAA will also publish an article relating to this subject matter in the September 2008 edition of the General Aviation Safety Leaflet (GASIL).

CAA Status - Open

Recommendation 2008-003

The New Piper Aircraft Company should revise their maintenance manuals to ensure that maintenance requirements for vacuum pumps are consistent across their product range.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2008-004

The European Aviation Safety Agency (EASA) should mandate compliance with vacuum pump maintenance and replacement requirements, to ensure that aircraft fitted with vacuum-driven Attitude Indicators can be safely operated in Instrument Meteorological Conditions when such aircraft are certified to do so.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2008-005

The US Federal Aviation Administration (FAA) should mandate compliance with vacuum pump maintenance and replacement requirements, to ensure that aircraft fitted with vacuum-driven Attitude Indicators can be safely operated in the Instrument Meteorological Conditions when such aircraft are certified to do so.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed