

Follow-up Action on Occurrence Report

ACCIDENT TO STOLP ACRODUSTER TOO SA750, G-BUGB, NR FARTHING CORNER, KENT ON 26 JULY 2008

CAA FACTOR NUMBER : F6/2009
FACTOR PUBLICATION DATE : 09 July 2009
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2008/07950
AAIB REPORT : Bulletin 5/2009

SYNOPSIS

From AAIB Report:

The aircraft departed from Runway 06 at Farthing Corner Airfield in Kent and was seen to climb to a height of 300-400ft. The aircraft then turned back towards the airfield and flew in the direction of the hangar complex. As it approached the hangars, the nose pitched up and what appeared to be an aileron roll to the right was commenced. When the aircraft became inverted, the rate of roll appeared to slow or stop momentarily. The roll continued but the manoeuvre then appeared to become more of a barrel roll. The aircraft descended and struck tall trees before impacting the grass surface of an orchard.

Members of the public were quickly on the scene but were unable to release the pilot who received serious burns from the ensuing fire.

FOLLOW UP ACTION

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

Recommendation 2009-046

It is recommended that the Civil Aviation Authority and the Light Aircraft Association consider introducing a requirement to install a placard adjacent to the cockpit, advising potential rescuers that the aircraft seats are fitted with more than one restraint harness.

CAA Response

The CAA and the LAA accept this Recommendation.

The CAA and the LAA have completed their consideration of the introduction of a requirement to install a placard adjacent to the cockpit advising potential rescuers that the aircraft seats are fitted with more than one restraint harness.

The accident report states that, during the site examination, both the pilot's harness and secondary lap strap were found unfastened. None of the rescuers could recall undoing the lap strap nor was it positively established that the secondary lap strap had been secured. The report recognises that the pilot may equally have been trapped in the cockpit by aircraft structure pressing on his legs.

In circumstances requiring the rapid removal of the pilot, such as from an encroaching fire as was the case here, the CAA and LAA consider that a placard is unlikely to have the necessary prominence to warn rescuers of the presence of a second lap strap.

The CAA and LAA conclude, therefore, that the evidence from this accident does not support the introduction of a new requirement.

CAA Status - Closed