

Follow-up Action on Occurrence Report

ACCIDENT TO DYN'AERO MCR-01, 21-YV (CALLSIGN F-JQHZ), AT HIGHCLERE, HAMPSHIRE ON 11 APRIL 2008

CAA FACTOR NUMBER : F7/2009
FACTOR PUBLICATION DATE : 09 July 2009
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2008/03498
AAIB REPORT : Bulletin 6/2009

SYNOPSIS

From AAIB Report:

On approach to a small private landing field, the aircraft rolled left and crashed in the garden of a private house. The loss of control was probably caused by loss of airspeed in gusty conditions as the pilot attempted to approach the confined landing area. The investigation found no indication of any mechanical defect that would have contributed to the accident.

FOLLOW UP ACTION

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

Recommendation 2009-007

It is recommended that the International Civil Aviation Organisation publish a Standard which defines internationally agreed warning placards for application to all aircraft fitted with ballistic parachute recovery systems, that give as clear an indication as possible at the greatest distance reasonable of the dangers posed to first responders to an accident aircraft fitted with a ballistic parachute recovery system.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2009-008

It is recommended that the Federal Aviation Administration, the Civil Aviation Authority and European Aviation Safety Agency, cooperate to require the application of warning placards of a common agreed standard, to be applied to all aircraft fitted with ballistic parachute recovery systems for which they have airworthiness responsibility, to maximise the possibility of first responders being made aware of the danger posed by a live system following an accident. These placards should be applied in such a manner that at least one such placard should remain visible regardless of the stationary attitude of the aircraft.

CAA Response

The CAA accepts this Recommendation. BCAR Section S, the CAA's design requirements for Small Light Aeroplanes, already contains a requirement for an easily distinguishable external warning placard to be fitted to aircraft where a ballistic recovery system is installed, in order to minimise the potential hazard to personnel on the ground. The CAA is currently working with UK General Aviation representative bodies to extend this requirement, for aircraft for which it has airworthiness responsibility, to require warning placards which would maximise the possibility of first responders being made aware of the danger posed by a live system following an accident such that at least one should remain visible regardless of the stationary attitude of the aircraft. In parallel, the CAA will co-operate with the Federal Aviation Administration and European Aviation Safety Agency in order to achieve a common agreed standard for the design of these placards.

CAA Status - Open