

## Follow-up Action on Occurrence Report

ACCIDENT TO ROTORSPORT UK MT-03, G-TATA, AT 1/4NM EAST OF MANCHESTER ON 9 OCTOBER 2008

**CAA FACTOR NUMBER** : F11/2009  
**FACTOR PUBLICATION DATE** : 10 December 2009  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2008/11106  
**AAIB REPORT** : Bulletin 9/2009

### SYNOPSIS

From AAIB Report:

The aircraft had insufficient usable fuel for the intended flight. When a nose-down attitude for descent was selected on final approach, the engine was starved of fuel and stopped. The pilot realised that the aircraft could not reach the aerodrome and elected to carry out a forced landing in the nearest suitable field. After manoeuvring to avoid some houses he was left with insufficient airspeed to arrest the rate of descent. During the subsequent hard landing the pilot and his passenger suffered serious back injuries. The aircraft sustained significant damage but there was no fire.

### FOLLOW UP ACTION

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

#### Recommendation 2009-082

It is recommended that the Civil Aviation Authority amend the British Civil Airworthiness Requirements, Section T to make optimum use of energy absorbing materials in the construction of gyroplane seat structures, to reduce the possibility of spinal or other serious injuries to an occupant in a minor crash landing.

#### CAA Response

The CAA accepts this recommendation. The CAA will draft proposals to amend CAP 643 British Civil Airworthiness Requirements (BCAR) Section T - Light Gyroplanes and a paper outlining the proposals will be presented at the next BCAR Section T Working Group meeting on 25 November 2009.

**CAA Status - Open**

#### Recommendation 2009-083

It is recommended that the Civil Aviation Authority promote the benefits of fitting energy absorbing seating foam to microlights and gyroplanes.

## **CAA Response**

The CAA will promote the benefits of fitting energy absorbing seating foam to microlights and gyroplanes where this may be reasonably done. This will be done by including salient points of this accident and Recommendation in a GASIL article and by including the topic as a briefing item during "GA Safety Evenings". The briefing item will be included as soon as possible in the current schedule, and the GASIL article has been written and will be published before December 2009.

**CAA Status - Open**