

Follow-up Action on Occurrence Report

**ACCIDENT TO TEAM MINIMAX 93 MICROLIGHT, G-CBPL, AT NEWNHAM WAY, ASHWELL,
HERTS ON 18 MAY 2012**

**FACTOR F3/2013 has been reissued to reflect the CAA's revised response to Safety
Recommendation 2013-003**

CAA FACTOR NUMBER : F3/2013 Issue 2
FACTOR PUBLICATION DATE : 23 September 2015
TYPE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 201205368
AAIB REPORT : 4/2013

SYNOPSIS

From AAIB Report

The aircraft struck the ground in an erect spin; the pilot was seriously injured. The pilot had flown flexwing aircraft for several years but had very little experience flying three axis aircraft. The investigation considered the differences between various control systems used in microlight aircraft.

FOLLOW UP ACTION

Recommendation 2013-003

It is recommended that the Civil Aviation Authority should, in consultation with the British Microlight Aircraft Association, amend the relevant legislation to introduce distinct pilot qualifications for microlight aircraft of each control system, and to require pilots to undertake flight training and pass a flight test in order to gain those qualifications.

CAA Response

The CAA accepts this recommendation. The CAA will consult with the British Microlight Aircraft Association and with other bodies representing affected stakeholders to agree a proposal to the government that it amends the relevant legislation to introduce distinct pilot qualifications for microlight aircraft of each control system, and to require pilots to undertake flight training and pass a flight test in order to gain those qualifications. The CAA will complete the work to develop and submit the proposal to the Government by October 2014.

CAA Status – Open

Revised response to Recommendation 2013-003

The CAA has reviewed its initial response to this Safety Recommendation in light of the commitment to only regulate sport and recreational aviation activity where there is a clear safety need and where we can demonstrate the positive effect of our regulatory intervention against that safety need.

Having reviewed this and other accidents, it is clear that the mandated training did not take place and the mandating of skills test could just add an additional layer of regulation, rather than directly improving the completion of conversion training. The required safety improvement will be achieved by a much greater uptake of the mandated conversion training.

To achieve this, the CAA's GA Unit will work with the microlight community to improve understanding of the risks associated with pilots moving from weight shift to 3 axis microlights (and vice versa), develop an effective way of managing those risks and then support the microlight community to implement and improve the uptake of the mandated training by ensuring that the requirement for mandatory training is clearly applicable for all licence holders moving between control systems.

This action is planned to be completed by June 2016

CAA Status - Open