

Follow-up Action on Occurrence Report

**ACCIDENT TO ALISPORT SILENT 2 ELECTRO, G-CIYA, AT HUSBANDS BOSWORTH
GLIDING CLUB ON 19 OCTOBER 2015**

CAA FACTOR NUMBER : F7/2016
FACTOR PUBLICATION DATE : 19 August 2016
TYPE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 201515265
AAIB BULLETIN : 7/2016

SYNOPSIS

From the AAIB report.

During the initial climb following a self-launch, the aircraft entered an incipient spin. One wing struck the roof of a farm building, before the other wing and fuselage impacted the ground. The pilot was seriously injured.

The investigation did not reveal any malfunction or defect to account for the accident. Although the pilot was experienced and current in light aircraft, gliders and motor-gliders, he had not flown the aircraft type before.

The aircraft was fitted with a ballistic parachute recovery system which had not been activated. The investigation highlighted a number of issues concerning such systems which present a risk to the aircraft occupants and first responders following an accident.

FOLLOW UP ACTION

Recommendation 2016-048

It is recommended that the Civil Aviation Authority require that Ballistic Parachute Recovery Systems fitted to Single Seat Deregulated Aircraft comply with Article 38 of the Air Navigation Order and that the installation and placarding meet the same requirements as for aircraft operating on a Permit to Fly.

CAA Response

The CAA is unable to accept this recommendation.

Ballistic Parachute Recovery Systems fitted to Single Seat Deregulated Aircraft are already required to comply with Article 38 of the Air Navigation Order 2009.

The CAA is unable to apply the installation and placarding requirements for Ballistic Parachute Recovery Systems on aircraft operating on a National Permit to Fly to Single Seat Deregulated Aircraft whilst they remain deregulated.

However, the CAA recognises that improved awareness about existing obligations and best practice could enhance safety. The CAA intends, therefore, to publish an Information Notice to all owners of Single Seat Deregulated Aircraft to remind them of their obligation to comply with Article 38 of the Air Navigation Order 2009, by 31 December 2016.

In this Information Notice, the CAA will also provide guidance on the installation and placarding of Ballistic Parachute Recovery Systems and may include reference to the airworthiness requirements for microlight aircraft operating on a National Permit to Fly as relevant guidance for consideration.

CAA Status – Closed