

## Follow-up Action on Occurrence Report

**ACCIDENT TO YAK-52, G-YAKB, ONE MILE NORTH OF DINTON, WILTSHIRE,  
ON 08 JULY 2016**

**CAA FACTOR NUMBER** : F1/2018  
**FACTOR PUBLICATION DATE** : 09 February 2018  
**TYPE OF FLIGHT** : Aerial Work  
**CAA OCCURRENCE NUMBER** : 201615658  
**AAIB BULLETIN** : 11/2017

### **SYNOPSIS**

From the AAIB report

The aircraft was conducting a flight for a test pilots' school. The commander, a civilian flight instructor, was in the rear seat and a tutor from the school occupied the front seat. Shortly after completing a series of aerobatic manoeuvres, the engine lost power without warning. Attempts to restore power were unsuccessful and, at about 1,100 ft agl, the commander committed to a forced landing in a field. Evidence showed that the pilots probably became aware of a farm strip late in the approach to the intended field and made an attempt to land on the strip. The forced landing was unsuccessful and the aircraft struck the ground in a steeply left banked attitude at the southern edge of the strip. The tutor was fatally injured and the commander sustained serious injuries. The cause of the loss of engine power was not determined, but the reported symptoms were indicative of a fuel system problem.

### **FOLLOW UP ACTION**

#### **Recommendation 2017-021**

The Civil Aviation Authority should review the maintenance requirements for seat belts and harnesses, and, if necessary, revise the maintenance requirements to ensure that seat belts and harnesses remain in a condition with an acceptable residual strength.

#### **CAA Response**

The CAA accepts this recommendation. The CAA will review the maintenance requirement information for seat belts and harnesses (currently contained within the Light Aircraft Maintenance Schedule (CAP411) and Civil Aircraft Airworthiness Information and Procedures (CAP562)) and if necessary enhance these requirements by publishing a Safety Notice by 31 July 2018.

The CAA will also consider whether the application of mandatory replacement lives for the non-EASA regulated UK registered fleet seat belts and harnesses would be appropriate, and undertake the relevant consultation through publication of a Preliminary Mandatory Permit Directive by 31 October 2018.

**CAA Status – Open**