

## Follow-up Action on Occurrence Report

**ACCIDENT TO KOLB TWINSTAR MKIIM, G-MYOO, AT QUELFES, OLHAO, PORTUGAL,  
ON 05 OCTOBER 2017**

**CAA FACTOR NUMBER** : F6/2018  
**FACTOR PUBLICATION DATE** : 31 August 2018  
**TYPE OF FLIGHT** : Private  
**CAA OCCURRENCE NUMBER** : 201725335  
**PORTUGUESE GPIAAF REPORT** : 08/ACCID/2017

### **SYNOPSIS**

From the Portuguese GPIAAF report

A fixed-wing microlight aircraft with two pilots of British nationality aboard took off from a private airfield at near Marim-Quelfes in Olhão for a local flight aiming proficiency training.

After performing two touch-and-goes on a semi-prepared runway, the pilot made a final landing to disembark the other pilot. He returned for takeoff from runway 18, with a left turn to climb and when he passed field overhead, lost the directional control of the aircraft and entered in stall that caused the violent crash of the aircraft in the ground.

The pilot was found incarcerated in the wreckage of the aircraft in a cardiac arrest, and the death was declared on site by a medical emergency services (INEM) team.

### **FOLLOW UP ACTION**

#### **Recommendation 02/2018**

It is recommended to the Portuguese CAA (ANAC) to review their policy on aircraft monitoring and supervision, as well for the pilots operating permanently away from their original country of registration/qualification. Regarding the aircraft, this recommendation is valid for the non type-certificated aircraft or the national registered aircraft.

This Recommendation is not addressed to the CAA

Cont.

## **Recommendation 03/2018**

It is recommended to the UK CAA to review their policy on aircraft monitoring and supervision, as well for the pilots operating permanently away from their original country of registration /qualification. Regarding the aircraft, this recommendation is valid for the non type-certificated aircraft or the national registered aircraft.

## **CAA Response**

The CAA does not accept this Recommendation.

It is not practically possible for the CAA to monitor the operations outside the UK of all UK registered aircraft and all UK licensed pilots.

With regard to aircraft monitoring and supervision, it is the owner/operator's responsibility to ensure that the aircraft meets the terms of its National Permit to Fly as well as holding a valid Certificate of Validity, as stated in CAP553 British Civil Airworthiness Regulations (BCAR) Section A, Chapter A3-7, paragraph 13.1(c).

While it is the pilot's responsibility to abide by the terms of his or her licence and ratings with respect to flying outside the UK, the CAA has provided information to NPPL-holders in respect of the limitations of flying abroad: [www.caa.co.uk/General-aviation/Pilot-licences/UK-national-licences/NPPL--national-private-pilot-licence/](http://www.caa.co.uk/General-aviation/Pilot-licences/UK-national-licences/NPPL--national-private-pilot-licence/).

Additionally, in respect of operations outside the UK for aeroplanes such as the Kolb Twinstar, the Light Aircraft Association (LAA) have published Technical Leaflet TL 2.08 *Travelling Abroad in Permit Aircraft*. This leaflet reminds owners/operators of National Permit to Fly aircraft of their responsibilities to obtain prior overflight permission from countries where no pre-agreed arrangements have been made, and provides details of the relevant authorities to contact.

**CAA Status – Closed**