

Follow-up Action on Occurrence Report

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**ACCIDENT TO GROB G115E, G-BYXR AND STANDARD CIRRUS, G-CKHT, AT DRAYTON,
OXFORDSHIRE ON 14 JUNE 2009**

CAA FACTOR NUMBER : F4/2010
FACTOR PUBLICATION DATE : 14 September 2010
OPERATOR : RAF/Private
CAA OCCURRENCE NUMBER : 200905933
AAIB REPORT : 5/2010

SYNOPSIS

From AAIB Report

A Grob G115E Tutor aircraft, operated by the RAF, was undertaking a cadet Air Experience Flight from RAF Benson. The visibility was good and the aircraft was conducting aerobatics, in uncontrolled airspace, when it collided with a glider. The left wing of the Tutor struck the fin of the glider causing the tail section to break away. The glider pilot parachuted to safety. The Tutor entered a spiral/spinning manoeuvre before diving steeply into the ground. The Tutor pilot and cadet were both fatally injured.

FOLLOW UP ACTION

The 13 Safety Recommendations made by the AAIB, following their investigations, are reproduced below, together with the CAA's Responses.

Recommendation 2009-079

It is recommended that 1 Elementary Flying Training School of the Royal Air Force review the passenger safety brief relevant to the Grob G115E Tutor to ensure that passengers are briefed on the circumstances when the harness Quick Release Fitting may be released and the procedure to operate and jettison the canopy, when sat in the aircraft immediately prior to flight.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-032

It is recommended that the Royal Air Force standardise the terminology used to describe the canopy 'jettison' handle (locking lever) fitted to the Grob G115E Tutor in order to avoid confusion and clarify its function.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-034

It is recommended that the European Aviation Safety Agency review the certification of the canopy jettison system on the Grob G115E, to ensure that it complies with the requirements of CS23.807 with specific regard to the jettison characteristics up to V_{DO} and simplicity and ease of operation.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-035

It is recommended that the Royal Air Force consider standardising the position and operation of the D-ring on parachutes used in Tutor, Viking and Vigilant aircraft.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-036

It is recommended that the Royal Air Force ensure that the medical history of pilots is reviewed when they initially apply to join an Air Experience Flight.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-037

It is recommended that the Royal Air Force ensures that all medical limitations relating to Air Experience Flight pilots are recorded in their F5000 (record of flying training).

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-038

It is recommended that the Royal Air Force review their policy on pilots flying with Ankylosing Spondylitis.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-039

It is recommended that the Royal Air Force review their policy for the retention of the complete flying training records of Volunteer Reserve pilots, so that they are available to their supervising officers.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-040

It is recommended that 1 Elementary Flying Training School review their risk assessment for Air Experience Flight aircraft operating in areas of high traffic density.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-041

It is recommended that the Civil Aviation Authority, in light of changing technology and regulation, review their responses to AAIB Safety Recommendations 2005-006 and 2005-008 relating to the electronic conspicuity of gliders and light aircraft.

CAA Response

The CAA accepts this recommendation and will review its responses to the recommendations 2005-006 and 008, reproduced below, relating to the electronic conspicuity of gliders and light aircraft, as well as previous and current work on this topic. This review will be led by the Directorate of Airspace Policy (DAP), with support from Safety Regulation Group (SRG) as appropriate, with a final report submitted by 31 January 2011. Worthy of note at this stage is that since the 2005 recommendations the CAA has mandated the wider, but not universal use, of Mode S transponders and has produced and published a Concept of Operations document for a lightweight Mode S transponder.

(Recommendation 2005-006: It is recommended that the Civil Aviation Authority should initiate further studies into ways of improving the conspicuity of gliders and light aircraft, to include visual and electronic surveillance means, and require the adoption of measures that are likely to be cost-effective in improving conspicuity.

CAA Response: The CAA does not accept this Recommendation. However, the CAA will review its ongoing work on the use of visual and electronic measures to enhance the conspicuity of General Aviation aircraft, particularly in the light of impending wider transponder carriage. The review will be completed by 31 December 2005 and the CAA will then consider whether the adoption of such measures should be required. In respect of gliders the CAA has no regulatory powers to require the adoption of any recommended measures. The CAA will forward details of any recommended measures to the British Gliding Association (BGA) and the European Aviation Safety Authority (EASA) for their information.

Recommendation 2005-008: It is recommended that the Civil Aviation Authority should promote international co-operation and action to improve the conspicuity of gliders and light aircraft through visual and electronic methods.

CAA Response: The CAA does not accept this Recommendation insofar as it is directed to light aircraft. The promotion of international co-operation and action to improve the conspicuity of light aircraft through visual and electronic measures will depend upon the outcome of the review noted in

Recommendation 2005-06. The CAA cannot accept the Recommendation in respect of gliders since it has no regulatory powers to require adoption of recommended measures. Details of recommended measures will be forwarded to the British Gliding Association (BGA) and the European Aviation Safety Authority (EASA) for their information and use for any international promotion that these agencies might believe appropriate.)

CAA Status - Open

Recommendation 2010-042

It is recommended that the Civil Aviation Authority liaise with the Sporting Associations and the Ministry of Defence, with a view to developing a web-based tool to alert airspace users to planned activities that may result in an unusually high concentration of air traffic.

CAA Response

The CAA accepts this recommendation and will liaise on this issue with the Sporting Associations and the Ministry of Defence, as a workstream under the auspices of the Airspace Safety Initiative. Liaison will be primarily aimed at a web-based solution but will also consider other potential options to alert airspace users to planned activities that may result in an unusually high concentration of air traffic. A report, including, if appropriate, recommendations for further work, will be completed by 31 January 2011.

CAA Status - Open

Recommendation 2010-043

It is recommended that the Royal Air Force review the communication procedures between military Air Traffic Control units and Air Experience Flights to ensure that the supervising officer is made aware of significant changes to the local flying environment.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed

Recommendation 2010-065

It is recommended that the Royal Air Force review their policy concerning cockpit checks undertaken to support medical assessments.

CAA Response

This Recommendation is not addressed to the CAA

CAA Status - Closed