



**SAFETY**

## A treasure trove

When BMAA HQ moved, **Chloe Eriksen** made a fascinating discovery...

WHEN we moved offices just over a year ago, I discovered a fantastic archive of BMAA *Accident Survey* reports.

For those who don't know, these were published quarterly, and included details of all the most recent microlight accidents and incidents, along with comment from the BMAA safety team.

These periodic reviews also included the AAIB investigation reports, and it was the collection of these reports that inspired the latest BMAA *Safety Newsletter*.

Back in 1990, the safety team presented these reports in an easy-to-read paper booklet and offered the opportunity to learn from the lessons of others by publishing and distributing the survey to all BMAA members.

It appears that these accident reports may have been reported by the pilots or instructors involved directly to the BMAA, and this allowed the team to quickly and efficiently analyse the events and make recommendations or give guidance as they saw fit.

I believe that there is enormous value in collating information in this way, and I would very much like to continue this practice, so I invite you all to please help us improve microlight flight safety by taking a look at the revised BMAA accident and incident reporting form, which is now live on the BMAA website.

If you have an accident or a near miss, or encounter something that you feel could be a flight safety issue, then please take a few moments to complete the form, which will come directly to me.

Your data will help us to identify any trends or patterns and ultimately improve flight safety.

The online form won't take more than a few minutes, and your personal information will remain completely confidential. Items will only be reviewed by me and other key members of the BMAA flight safety team, and will not be shared outside our organisation without your permission.

I must point out that this does not replace the requirement to report accidents and incidents to the AAIB.

One of the most interesting things about discovering this archive of information is that in some cases, little has changed. Landing was an issue then, as it is now.

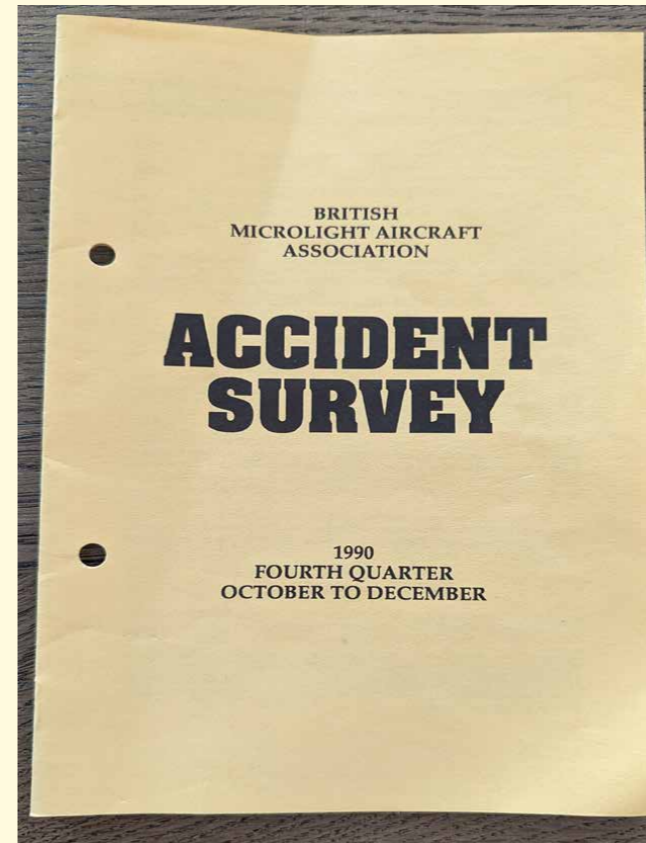
Initially that could be considered as a failing in that we have not improved in all these years, but I think it may simply be a symptom of the fact that flying can be dangerous, and that we are only human.

We will always make mistakes, but that doesn't mean that we shouldn't strive for improvement.

I am adamant in my belief that knowledge is power. Reading through the stories and accounts of accidents and incidents of others increases our own awareness, allows us to develop our own strategies and might just prevent us from doing the same.

The piece of the jigsaw puzzle missing in so many of the reports we see these days is the "why?"

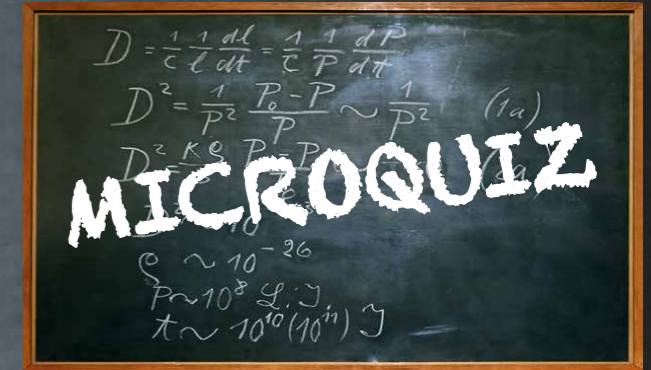
The factual account is very useful, and offers an objective view as well as the opportunity for the reader to draw their own conclusions, but I want to know the "why?"



Accident Survey cover

Did you not get enough sleep the night before?  
Was something else on your mind?  
Did you simply forget that radio call?  
Were you a little rusty after a long break from flying?  
Stories that contain these valuable insights from those involved are gold. I believe that those best placed to analyse the events of an accident or incident are those who were in the pilot's seat. Sadly, after some accidents we are unable to ever discover the true "why?", but maybe, just maybe, by examining the little events, we may be able to prevent some of the big ones from happening. □

• You can find the accident and incident reporting form on the BMAA website. Go to the Information Library and look for "flight safety".



- 1 Consider the METAR below: what is meant by "M01"?  
METAR: EGLL 071550Z 26014KT 9999 FEW020 02/ M01 Q1003  
a Temperature 1°C  
b Moderate temperature variations  
c Dewpoint -1°C
- 2 What is indicated by "SQ" on a METAR?  
a Snow  
b Squall  
c Squelch
- 3 What is indicated by "FZ" on a METAR?  
a Fog and haze  
b Drizzle  
c Freezing
- 4 What is indicated by "RE" on a METAR?  
a Recent  
b Returning  
c Rain to the east
- 5 What is indicated by "DRSN" on a METAR?  
a Droplets of snow  
b Droplets of rain and snow  
c Drifting snow

Answers overleaf

1.12.90 012 Striker Dual PPL(A) 226 1+ W S T NIL

A most refreshing report which cannot but be an object lesson to others contemplating similar action.

A Group (A) pilot with just a shade under 2 hours upper air conversion training on to flexwing aeroplanes decided he would have no problems in setting off on his own. Witnesses say that during two attempts to become airborne the port wing was down. The pilot reports a flattish climb out to about 40 feet whereupon he decided to increase speed to aid the climb.

The intention was to lower the nose but he pushed the bar forward and stalled with the port wing still down. The machine hit the ground almost inverted and severe damage was sustained. He says the lessons learnt are -

1. God may lose patience with me if I am fool enough to try the same stunt again.
2. Weightshift machines are not toys — they require skilful handling.
3. A Group A licence does not give you the skill to go P1 on trikes without proper training.

A sample from an *Accident Survey* recently unearthed by Chloe

### All change for key docs

BMAA HQ manages the updates of two key documents, and every month in this section, we'll be keeping you posted on the status of both.

The *Instructor & Examiner Guide* was last amended in April 2024.

If you're delivering or undergoing training, you should be working from the second amended edition of the NPPL syllabus, which was last updated in July 2023.

The *Instructor & Examiner Guide* is available on the BMAA website's Information Library section, under "Pilot Licensing and Examiner Information".

**GASCo**  
General Aviation Safety Council



GASCo, the General Aviation Safety Council, is a charity whose members are aviation organisations. Its aim is to make aviation safer through education. It presents the CAA safety evenings, runs seminars and provides safety information through its magazine and website, gasco.org.uk.

**CHIRP**

CHIRP, the Confidential Human Incident Reporting Programme, reviews and analyses reports from pilots, then publishes them so others can learn. Get the app at [chirp.co.uk](http://chirp.co.uk).