



## SAFETY NEWSLETTER JULY '23

At the BMAA we try our very best to make sure that we signpost events and publications that are relevant to our membership, but we appreciate that it can be difficult to keep a track of all the excellent resources and information out there, so we thought we would send out a periodic summary with all the flight safety relevant information in one place.

So, in case you have missed out on our social media posts or notes in MF or eMF, this is our first safety round-up.

### GASCo

The General Aviation Safety Council continue to provide excellent safety resources for all. Their Flight Safety evenings run up and down the country throughout the year and are full of useful tips to keep us all safe. [Find one near you here.](#)

### AAIB

So far this year we have seen 13 accidents involving BMAA registered aircraft and a total of 21 involving all microlights. Sadly, this includes 2 fatalities. We send our sincerest condolences to the family and friends of those involved.

This time last year the BMAA had seen 14 similar accidents and we would very much like to keep this number as low as possible. Please find below links to the reports that have been published in the last few months. All of us can learn something from these stories.

**24 Mar 2022 G-CBDJ** The aircraft was on a flight from Temple Bruer airstrip, Lincolnshire to Beccles Aerodrome, Suffolk. The approach was described as “unstable”. The aircraft bounced on landing and probably stalled. The pilot was fatally injured when the aircraft subsequently struck the ground. [Read full report here.](#)

**27 Jul 2022 G-EEWZ** The pilot was intending to conduct a local flight.... During the take-off roll the aircraft accelerated to about 55 mph, at which point the pilot pushed the basebar to rotate the aircraft. The aircraft lifted slightly before the left wing dropped and the aircraft rapidly veered left. The pilot was unable to control the aircraft's direction, and it struck one of several hangars that were located along the left edge of the airstrip. [Read full report here.](#)

**6 Aug 2022 G-CGRR** During the landing, the aircraft veered to the right and bounced before tipping over onto its right side. The cause of the accident could not be determined. [Read full report here.](#)

**10 Aug 2022 G-CBIR** The aircraft landed heavily when the student and instructor both made a nose-down pitch input on the single control stick following a simulated engine failure. [Read full report here.](#)

**13 Dec 2022 G-TBYD** The aircraft was high and fast on approach. It landed heavily and the left gear leg collapsed.



**2 Mar 2023 G-CBGV** In the final stages of the approach the engine stopped and could not be restarted. The pilot carried out an emergency landing in a nearby field. During the landing, the nose of the microlight dug in and the aircraft became inverted, damaging the forward fuselage.

**16 Apr 2023 G-CDMS** On the approach to land, the student pilot rounded out too high and then immediately corrected by lowering the aircraft nose. The aircraft touched down on the nosewheel, which broke free from its leg and the propeller struck the ground.

Featuring frequently in the AAIB reports are issues on landing and also hedges. It is worth remembering that we should always be mentally and physically prepared to execute a go-around. If it doesn't look right, try again.

### **Astral Aviation Consulting Ltd**

Astral provide recordings of all of their workshops on their website so that if you were unable to attend at the published time you can still catch up on all the detail. Recent workshops include single pilot crew resource management and the GA dop-in clinic.

Their next workshop is all about tech, so if you are little rusty on your GARMIN or if you would like to make sure you are getting the most from your Skydemon [register here](#) for the 26<sup>th</sup> July.

### **CHIRP**

If you haven't caught the latest issue of CHIRP Feedback then follow the link [here](#). This edition includes a tale from a Pilot who missed a second aircraft on final and only became aware of the other aircraft calling 'go-around' as they themselves started rolling for take-off. CHIRP provide analysis of the accounts they receive and provide an essential forum for such stories to be shared.

### **CAA**

In the last few months, the CAA have published a variety of resources for the GA community. It might be worth checking out the following:

Podcasts are a great and easy way to absorb important information whilst on the go, or simply over a cup of tea. The latest in the series is all about RT. [Follow this link to listen.](#)

The latest updates and inclusions to the Safety sense leaflets include [Piston engine icing](#), [distraction](#) and [radio telephony](#).

The CAA Safety campaign for 2023 is all about [flying over gliding sites](#) and how to make sure that we all stay safe.

*'To avoid an incident or accident pilots should consider the location of glider sites and the altitude to which they operate when they are planning a flight.'*

*Have your say* – The CAA have launched a survey on the use of carbon monoxide detectors, asking about your experience of active carbon monoxide detectors. The feedback from this survey will help to shape the future use of these devices. [Click here](#) to read all about it and find out how to take part.

Hot spot narratives highlighting specific areas around the country have been created in order to help pilots avoid infringing controlled airspace, the latest being Hunsdon microlight site. Check it out [here](#).

**British  
Microlighting**

[www.bmaa.org](http://www.bmaa.org)



This round-up is by no means exhaustive and we shall review and update as we go on with regards to fine tuning the information we send on.

I am so pleased to have received a number of emails directly into the office with pilots sharing their stories or asking flight safety related questions, and I often use these as the basis for my MF articles. If you have a story you would like to share for the benefit of others or a question you would like to see answered in this regular feature, please email me on [safety@bmaa.org](mailto:safety@bmaa.org).

Fly safe.

Chloe

BMAA Flight Training Liaison and Safety Officer