

## SAFETY NEWSLETTER JULY '24

Hello Summer,

Welcome to our summer edition of the flight safety newsletter and I do hope you are enjoying some good flying weather where you are. This edition contains details of all the most recently published microlight accident reports along with links to flight safety data from all the key safety organisations.

Please do email any comments or suggestions to [safety@bmaa.org](mailto:safety@bmaa.org). All feedback is gratefully received.

### **BMAA**

Hopefully you have seen our 'Belt-up' campaign banner in MF recently and if you have haven't had the chance to do so already, please check out our video on harness safety and maintenance which can be found on our webpage [here](#).

We have had some very encouraging feedback on how pilots are now making an informed choice about their own safety and choosing to use the full harness when flying.

This month sees the launch of our new online reporting system. The aim of which is to make it a little easier for BMAA members to file a flight safety issue, accident or incident report. All your information will be treated in the strictest confidence and will help us to build an accurate picture of what is going on in microlight flying and ultimately allow us to establish ways in which we can improve. This does not replace the need to notify the AAIB after an accident.

You will find this new form on the webpage under Flight Safety and Accident Reporting or use the link [here](#).

### **GASCo**

GASCo are holding one of their incredible ditching and sea survival seminars on the 22<sup>nd</sup> of this month near Southampton. Spaces are limited and the cost is heavily discounted at £250, so if you would like to take part sign up [here](#).

And if you don't want to get wet perhaps the Weather decision making seminar at Exeter on Thursday 26<sup>th</sup> September would suit you better. Details [here](#).

### **AAIB**

The following detail is taken from the AAIB monthly bulletins and published reports and includes the most recently published BMAA registered microlight reports. Further information can be found on the [AAIB webpage](#).

### **13 Jun 2023 X'Air Jabiru G-HITM**

Shortly after takeoff, the engine lost power and the aircraft struck the ground. The cause of the power loss was not determined. The AAIB noted that the aircraft's Permit To Fly was not valid at the time of the accident.

Read the full report [here](#).

### **30 Sep 2023 Pegasus Quik G-CDCF**

During the takeoff roll on a training flight, G-CDCF departed the runway's edge and overturned, despite steering corrections made by both the student and instructor. The instructor believes that the student had inadvertently applied the brake pedal whilst countering the pressure he was applying on the foot throttle, whereas the student believed that his feet were clear of the brake pedal. The absence of further information precluded the reconciliation of these differences and the identification of the cause of the runway excursion.

Read the full report [here](#).

### **28 Jan 2024 Pegasus Quik G-TBJP**

Just before rotation on the takeoff roll the aircraft slewed to the left then started to roll right. The instructor needed both hands to try and correct the roll and was unable to close the throttle and abort the takeoff. It is likely the student made inputs on the controls which increased the difficulty for the instructor to recover the attitude, and the aircraft toppled onto its side. Although the student did not recall touching the brakes, marks on the runway indicated they may have been inadvertently applied during the takeoff roll.

### **1 Feb 2024 Ikarus C42 FB80 G-SHCK**

The approach to Runway 34 at Bicester was stable, but the aircraft touched down heavily on the grass runway. It bounced then stopped quickly after the subsequent touchdown. The nose gear was damaged.

### **4 Mar 2024 Quik GT450 G-CFWN**

The aircraft veered to the left during a crosswind touchdown. As the pilot tried to correct the heading, the aircraft flipped onto its side.

### **8 Mar 2024 Eurofox 3K G-RONK**

The aircraft took off from a private grass strip. The aircraft's nose rose unexpectedly, the right wing stalled at a height of about 20 ft and the aircraft struck the ground in a field near the runway; the pilot was uninjured.

## **Astral Aviation Consulting Ltd**

The most recent workshop from Astral Aviation Consulting was on the topic of takeoff and landing and this is a subject that all of us could always do with a refresh on.

To watch the playback follow this [link](#).

## CHIRP

In a recent MF article, we highlighted the excellent work of CHIRP and this year CHIRP published the 100th edition of Feedback. If you haven't managed to read it yet, follow this [link](#).

## CAA

The CAA has just extended the consultation period on changes to the Manchester low level route, so if you haven't had your say yet, share your thoughts [here](#).

The latest in their series of occurrence narratives examines an infringement at Southend and explores the human factors that led to the event. A great opportunity to learn from others.

Read the narrative [here](#).

## From you

Some of you have very kindly reached out to me with your fantastic flight safety stories and lessons learnt and so in this edition I would like to share one of those with you. Every day is a school day:

*My Rolling start.*

*As a Flying Instructor I am meant to teach others. But sometimes I learn things myself. This event happened a few years back but is something I still remember. I was converting an experienced flexwing pilot to fly his rather nice upmarket 3-axis microlight. The aircraft lived in a hangar next to a concrete taxiway which ended in a ramp that went down about 20ft to the level of the runway. Taxing down the ramp had to be done slowly, using the brakes. Starting outside the hangar seemed safe. It was clean, hard concrete and was about 30ft from the top of the ramp. Our plan was to start the aircraft with brakes on, pointing at the ramp head, so that once the engine was running we would smoothly taxi forwards and then slowly taxi down the ramp using the brakes. On this occasion the Trainee did his pre-engine start checks perfectly which included 'brakes on'. With the throttle shut and choke on he started the engine and the 912ULS burst into life. All seemed fine but the aircraft started to slowly creep forwards. After about 7 seconds the Rotax Soft Start ignition retardation system advanced to its normal ignition timing....which meant that the engine suddenly gained speed. And thrust. And we moved forwards a little quicker. I asked the Trainee to BRAKE.....but we did not slow down. So I killed the engine and we cruised to a stop at the top of the ramp. A bit of head scratching ensued. The Trainee said that he had been pushing the toe brakes, but they had not worked. Then we realised what the problem was. The handbrake lock was a tap which cut the hydraulic feed between the toe brakes and the wheels. It operated as expected if the system had been pressurised by the toe brakes BEFORE putting the lock on but once the lock was applied the toe brakes became useless. On this occasion the lock had been set without the toe brakes first being applied. After this we changed our pre engine start checks on that aircraft so that the brake lock was OFF and the toe brakes were held on by the pilot. And engine starts were more often done at the bottom of the ramp with acres of grass ahead of us.*

A fine example of 'you don't know what you don't know'. Huge thanks to the individual who shared this account with us all.

Once again, 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).

If you missed our last issue, all of our safety newsletters are now published on the BMAA webpage under [Flight Safety](#).

Fly safe.

Chloe

BMAA Flight Training Liaison and Safety Officer