



SAFETY NEWSLETTER NOVEMBER '23

Thank you to all those who wrote in with their feedback on the previous newsletter. We wholeheartedly agree that there is enormous value in being able to review all microlight specific AAIB accidents and incidents in one place. In this latest edition of our safety newsletter, you will find details of all the most recent investigation reports, along with links to other important flight safety resources.

Please do email any comments or suggestions to safety@bmaa.org. All feedback is gratefully received.

GASCo

This month GASCo published the results of the study into the Human Factors Effects of Electronic Conspicuity Devices in UK General Aviation. It is well worth a read, as this has the potential to affect us all.

[CAP2583: Investigation into the Human Factors Effects of Electronic Conspicuity Devices in UK General Aviation \(caa.co.uk\)](#)

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](#).

2 Apr 2023 Quik GT450 G-CFGD The aircraft encountered a gust before touchdown causing it to bounce. The pilot began a go-around but the aircraft veered left and struck a hedge.

14 May 2023 Pegasus Quik G-CDPD The aircraft was caught by a gust of wind during landing causing it to leave the runway, enter the long grass and turn over. The pilot received minor injuries. There was damage to the aircraft's wing and propeller.

20 May 2023 Skyranger 582(1) G-RHAM Shortly before the runway, the aircraft's main wheels caught the top of a hedge which pitched the aircraft down, and it landed on the nose gear which then collapsed

11 Jun 2023 EV-97 Teameurostar UK G-MPAT On final approach to Runway 33 the pilot observed the airfield windsock hanging vertically. The aircraft touched down further along the runway than normal and, despite the efforts of the pilot, the aircraft struck a hedge and fence at the end airfield. The aircraft sustained damage to the right wing, propeller and fuselage. After leaving the aircraft the pilot saw the windsock was now indicating a wind of between 5 and 7 kt at 150°.

16 Jun 2023 Skyranger 912(2) G-SKRA Devon During landing in a slight crosswind, the aircraft drifted to the left, the left wing and main landing gear struck the ground and the aircraft tipped forward onto its nose. The aircraft sustained significant damage.



29 May 2023 X'Air 582 (7) BZEJ The aircraft ran out of fuel whilst approaching to land at Wolverhampton Halfpenny Green Airport and the aircraft was damaged during the subsequent forced landing in a field. Read the full report [here](#).

15 Jun 2023 Kiss 400-582(1) G-SNOG As the flexwing microlight climbed through approximately 35 ft from RWY 04 at Deenethorpe Airfield, the aircraft descended rapidly. The pilot was unable to stop the descent; it struck the runway and the landing gear collapsed. It then veered off the runway into a crop field. Both occupants sustained minor injuries during the accident, but the aircraft was damaged beyond economical repair.

1 Jul 2023 Pegasus Quantum 15 G-MYYB While landing in a wind reported as being strong, the aircraft tipped forward onto its nose and left wing leading edge.

1 Jul 2023 X'air Falcon Jabiru(3) G-CDDH The aircraft stalled shortly after takeoff at approximately 50 ft and struck bushes at the side of the grass strip runway. The pilot and passenger received minor injuries and the aircraft sustained substantial damage. It is likely that taking off with full flap set had an effect on the aircraft's ability to climb and accelerate.

8 Jul 2023 X'air Falcon D(1) G-TBYD After experiencing sink on short finals at Cromer Airfield, G-TBYD suffered a heavy landing and bounced back into the air, so the pilot performed a go-around. He then discovered the main undercarriage on the passenger's side had been damaged during the aborted landing. The aircraft appeared otherwise undamaged, so the pilot elected to return to the familiar environment of his home airfield at Felthorpe before landing. After touchdown the right main wheel detached, the left undercarriage collapsed, and the aircraft came to rest on its belly.

10 Aug 2023 Pegasus Quik G-CEDN After touchdown the pilot applied power to carry out a go-around but the aircraft stalled and the right wing dropped, striking the windsock pole. The aircraft landed in an adjacent crop field where the wing dug into the ground tipping the aircraft over.

28 Aug 2023 Skyranger 912S(1) G-JEZZ The aircraft bounced on landing and, on touchdown, the nose landing gear caught in the ground and the aircraft turned onto its back.

We have seen a greater number of accidents investigation reports published in the last few months as this includes those reviewed from the summer period. It is always worth taking a moment or two to have a read through and think about what you might have done in a similar situation. The exploration of such eventualities can better prepare us all for the unexpected.

Astral Aviation Consulting Ltd

If you missed the latest workshop on winter weather, you can catch up on the Astral Aviation Consulting webpage [here](#).

CHIRP

The latest issue of CHIRP highlights some of the issues that come with the change in the weather at this time of year. Thorough Threat and Error Management (TEM) becomes even more crucial in the winter months due to unpredictable conditions and hazards such as ice. Read all about it [here](#).

CAA

The results of the Carbon monoxide detection – pilot survey have been collated and a summary can be found [here](#). These results will help to shape the future use of these devices and how they could be used in piston engine aircraft.

The latest hot-spot narrative in the Airspace and Safety Initiative series looks at operating from North Weald and offers advice to pilots to help avoid infringing controlled airspace in the busy area near Stansted. [Link to read here](#).

The UK Airprox Board (UKAB) publish a monthly newsletter which highlights a recent airprox case study along with the Director UKAB's monthly update. The October insight examines the risks to consider when transiting between two airfields when a pilot does not have permission to enter either of them. The case study in question involves an untraced motor glider and a DA42. Have a read of the newsletter and other editions here:

[Director UKAB monthly update \(Airprox Insights\) | UK Airprox Board](#).

BMAA Technical office

Flight safety encompasses technical as well as operational issues and so it felt appropriate to include a short message from our very own tech specialists:

Semperit Fuel Hose BMAA Tech Office continues to receive reports of failed or failing Semperit fuel hoses (some lines being only 18 months old). We recommend regular inspection. A full BMAA Service Bulletin will be issued shortly.

Here is a copy of news alert issued earlier in the year:

https://www.bmaa.org/files/bmaa_an_semperit_280723.pdf

From you

As I mentioned in the last edition, 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 delighted to say that we have received a number of 'safety topics' from members since our last newsletter and I would like to share the first of them with you.

I don't feel that this first one needs much in the way of explanation, and hopefully you can all see what's wrong with this picture.....??



A reminder of the importance of a thorough walk-round, both inside and outside the aircraft before going flying.

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.

Fly safe.

Chloe

BMAA Flight Training Liaison and Safety Officer