



SAFETY NEWSLETTER MARCH '24

Hello Spring.

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.

BMAA

January saw the launch of our 'Belt-up' video to accompany the safety campaign which was designed to encourage all microlight pilots to wear their full harnesses. The video includes handy tips on how to maintain your harness and ensure it is correctly fitted, as well as advice on how to wear it correctly.

We have had some great feedback from this campaign and are glad to see it has stimulated much discussion. If you haven't seen the video yet, then follow this [link](#).

GASCo

If you haven't managed to catch one of GASCo's flight safety evenings then the next best thing is the Flight Safety magazine they produce. Stay on top of all the flight safety news in the general aviation community.

'GASCo Flight Safety Magazine provides an independent view of General Aviation flight safety and is internationally respected for its informative articles, presentation of facts and the friendly style in which these are presented. The magazine is produced quarterly to time with the summer and winter solstices and the autumnal and vernal equinoxes.'

[Subscribe to GASCo Flight Safety Magazine.](#)

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](#).

17 May 2023 Quik GT450 G-CEVW The pilot encountered significant control difficulties soon after take-off. He was able to manoeuvre to return to Lundy Island but had great difficulty in controlling the aircraft, particularly in pitch. Control was lost close to the ground and the aircraft was extensively damaged in the touchdown. The pilot was taken to hospital by air ambulance but was discharged the same day having sustained only minor injuries.

The loss of a securing bolt had caused the roll bearing to move aft along the wing keel. This altered the trim of the aircraft inducing a significant nose-up pitch that was only marginally controllable.



Read the full report [here](#).

4 Jun 2023 EV-97 teamEurostar UK, G-IFLE The pilot intended to fly to another airfield 37 nm south of Otherton Airfield where the aircraft was based. The aircraft was climbing into the overhead while flying along the downwind leg. When at a height of about 740 ft agl, it started to descend and appeared to be returning to land. The base leg was flown relatively close to the airfield and during the turn onto the final approach the aircraft entered a spin from which it did not recover before striking the ground. The investigation was unable to establish why the aircraft descended and appeared to return to the airfield. However, the relatively high bank angle, decaying speed and retracted flaps would have provided the conditions for an entry to the spin. Guidance for pilots on stall and spin awareness can be found in CAA Safety Sense Leaflet 30.

Read the full report [here](#).

10 Aug 2023 TL-3000 Sirius 600, G-SBOI The aircraft performance was not as expected during the take off and it failed to climb, despite the engine appearing to be developing full power. The aircraft suffered extensive damage during the subsequent impact with the ground. The cause of the poor performance was not established.

Read the full report [here](#).

6 Sep 2023 EV-97 Eurostar, SL G-CJTX and G-BGWM The aircraft was taxiing from a grass parking area for departure and its left wingtip collided with the propeller of a parked aircraft. The plastic wingtip of the taxiing aircraft was destroyed and the parked aircraft required inspection before further flight. The pilot attributed the collision to 'a momentary lapse of concentration'.

25 Sep 2023 Skyranger Swift 912(1), G-CJXF The aircraft struck a bird shortly after take-off which resulted in a loss of engine power. The pilot realised he was not going to clear the treeline ahead but maintained controlled flight until impact with hedges

These AAIB reports can make for difficult reading and our thoughts go out to all those who have been affected by these tragic events.

Astral Aviation Consulting Ltd

The latest workshop from Astral Aviation Consulting will be on the 20th March at 7:30pm. They say:

'Join Chris, Matt and Nigel to explore the nuances of Practice Forced Landings (PFLs), how to handle them, what examiners look for on tests and get some top tips from the team.'

To sign up follow this [link](#).

CHIRP

General Aviation Feedback 99 was published in February this year and Director Aviation, Steve Forward highlights the importance of safety reporting in aviation. 'Knowledge is power, and the more reports we receive the more lessons we can share'. Follow this [link](#) to read more from Steve and the valuable reports that CHIRP publishes.

CAA

The CAA have launched a number of consultations recently. Follow the links below to make your views count:

[Carbon monoxide in piston engine aircraft consultation](#) – closes 20th March so get in quick!

[GA pilot licensing and training simplification phase 2 consultation: detailed policy proposals](#)

The CAA have also published an infringement case study of the Newcastle CTA which features the air traffic controller's observations along with the pilot's report. Follow the link to read more.

Infringement occurrence narrative: [Newcastle CTA](#)

From you

As the buds of spring start to pop out and we all begin to look forward to some fairer flying weather, one member reached out to me with a very important message to all those who might be pulling their aircraft out of a hangar for the first time soon.....



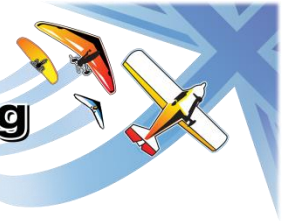
Watch out for this menace and clean your aircraft before you go flying for the first time this year...

If not cleaned thoroughly this bird mess can cause corrosion with the acidic reaction to metal, but more importantly, the aerodynamics of the wing if not removed before flight.

I hope you all managed to spot the glaring error in the image we published in this section last time. Clearly that is not the correct place to store a pen!

**British
Microlighting**

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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.



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