

## Follow-up Action on Occurrence Report

**ACCIDENT TO CESSNA C421C, G-SAIR, AT HUMBERSIDE AIRPORT ON 29 MARCH 2003**  
**(AIRCRAFT CRASHED DURING TOUCH-AND-GO LANDING)**

**CAA FACTOR NUMBER** : F22/2004  
**FACTOR PUBLICATION DATE** : 12 May 2004  
**OPERATOR** : Air Support Aviation Services  
**CAA OCCURRENCE NUMBER** : 2003/01858  
**AAIB REPORT** : Bulletin 4/2004

### SYNOPSIS

(From AAIB Report)

About 50 minutes into the flight, the aircraft returned to Humberside circuit and was cleared by ATC for a touch-and-go landing on Runway 21. The landing was firm but otherwise uneventful and witnesses heard the power being applied as it accelerated for takeoff. Just before rotation two large "puffs of smoke" were seen to come from the vicinity of the mainwheels as both propellers struck the runway. The aircraft then lifted off and almost immediately began to yaw and roll to the left. The left bank reached an estimated maximum of 90° but reduced just before the left wing tip struck the ground. The aircraft then cartwheeled across the grass to the south of the runway and burst into flames. The owner in the left pilot's seat and the pilot in the right pilot's seat escaped from the wreckage, but the flight examiner, who was occupying a seat in the passenger cabin, was unable to vacate the aircraft and subsequently died of injuries sustained in the post impact fire. An engineering investigation found no fault with the aircraft that might have caused the accident. The investigation concluded that the most probable cause was an inadvertent retraction of the landing gear whilst the aircraft was still on the ground.

### FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2003-117

The Federal Aviation Administration should review the relevant Federal Aviation Regulations and guidance material for flight examiners to ensure that:

- a. The policy on conducting flight tests from seats other than a pilot's seat in multiseat aircraft certified for single crew operations is clear and unambiguous.
- b. The Pilot in Command on Practical Test flights is clearly defined.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2003-118**

The Civil Aviation Authority should take action to publish more information that re-emphasises the dangers of piloting an aircraft after taking medication.

**CAA Response**

The CAA accepts this Recommendation.

AIC 58/2000 contains current and concise information for pilots on the subject of piloting an aircraft after taking medication. The CAA published FODCOM 30/2003 on 22 December 2003, reminding AOC holders of this AIC and requesting that they bring the contents of the AIC to the attention of their flight crew.

The CAA also published an article in GASIL in December 2003 bringing this subject to the attention of General Aviation pilots.

**CAA Status - Closed**