Safety Regulation Group
Safety Information and Data Department

Follow-up Action on Occurrence Report

ACCIDENT TO COZY, G-BXDO, NEAR JUNCTION 12, M5 ON 10 JULY 2004
(AIRCRAFT FORCE LANDED AFTER ENGINE FAILURE)

CAA FACTOR NUMBER	:	F10/2005
FACTOR PUBLICATION DATE	:	12 April 2005
OPERATOR	:	Private
CAA OCCURRENCE NUMBER	:	2004/04538
AAIB REPORT	:	Bulletin 3/2005

SYNOPSIS

(From AAIB Report)

At the conclusion of the previous flight, the aircraft landed at Kemble with the nose landing gear retracted (inadvertently). Damage to the underside of the nose was considered minor and the aircraft departed for Shobdon airfield. During this flight, the inspection hatch for the retractable nose wheel system separated from the upper surface of the nose and passed through the propeller at the rear of the fuselage. The resulting damage to the propeller caused severe vibrations, which necessitated the gradual reduction of engine power. The enforced power reduction culminated in a loss of height from 1,200 feet over a period of about three minutes and a forced landing. Before the landing the pilot turned off all the aircraft's systems.

The aircraft landed at a microlight field near Morton Valence which is located approximately one mile south of Junction 12 of the M5 motorway. The surface wind was from 300° at 15 kt and, being unable to discern a runway, the pilot elected to land to the south of the field, in a direction aligned with its length.

After touchdown, the aircraft's nosewheel sank into soft ground and the nose landing gear collapsed. The aircraft yawed and then pitched onto its back, causing substantial damage to the airframe including destruction of the right wing and canard, and the left wingtip-mounted fin. The aircraft was quickly righted by several people who were at the scene and the pilot then exited normally from the relatively undamaged cockpit, once the canopy, which opens upwards on a forward hinge, was free to open.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2004-107

The European Aviation Safety Agency (EASA) should review the requirements for the design of exits and the provision of safety equipment within the Certification Specifications for Very Light Aeroplanes (CS-VLA), to enable rapid escape from such aircraft in any normal or crash attitude including turnover.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed