Safety Regulation Group
Safety Information and Data Department

Follow-up Action on Occurrence Report

ACCIDENT TO SLINGSBY T67C FIREFLY, G-FORS, 6NM NW OF MILTON KEYNES ON 25 MAY 2005 (AIRCRAFT SPUN INTO GROUND DURING TRAINING FLIGHT)

CAA FACTOR NUMBER	:	F16/2006
FACTOR PUBLICATION DATE	:	10 May 2006
OPERATOR	:	Club-Group
CAA OCCURRENCE NUMBER	:	2005/03874
AAIB REPORT	:	Bulletin 3/2006

SYNOPSIS

(From AAIB Report)

An instructor and his student were conducting a training flight when the aircraft was seen to enter a spin. The aircraft was still in a spin when it impacted the ground. There was no evidence of a mechanical problem; however, it is possible that the engine might have stopped during the spin. Whilst it was not possible to establish what the instructor planned to do on this flight, the investigation concluded that the aircraft probably entered an unintentional spin during an exercise involving oscillatory stalling. This particular exercise is not part of the UK Private Pilot's Licence syllabus. As this exercise is considered inappropriate for ab-initio flying training, a recommendation has been made to the CAA to ensure that flying instructors do not include oscillatory stalling during early flying training.

FOLLOW UP ACTION

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

Recommendation 2005-146

It is recommended that the United Kingdom Civil Aviation Authority highlight the circumstances of this accident and issue guidance to all UK registered flying instructors to ensure that oscillatory stalling is not included in flying exercises during ab-initio flying training.

CAA Response

The CAA accepts the recommendation, although the term "oscillatory stalling" is not recognised by the CAA as standard terminology. Guidance to Instructors and Examiners, in the form of a TrainingCom, will be issued and will emphasise:

1. Adherence to standard training syllabus for flying training, particularly ab-initio training, and avoidance of inappropriate or personalised procedure.
2. Observance of minimum height limits for stalling, spinning and aerobatic manoeuvring, and consideration of risk of unintended loss of control or entry into spin.
3. Consideration of recovery, or abandonment and use of safety equipment, and minimum safe height for both.

The target date for issuance of the guidance is the end of August 2006. **CAA Status - Open**