

Follow-up Action on Occurrence Report

**ACCIDENT TO CESSNA TU206G, G-SKYE, NEAR ABBEYSHRULE, CO. LONGFORD, IRELAND
ON 21 JUNE 2014**

CAA FACTOR NUMBER : F5/2015
FACTOR PUBLICATION DATE : 18 December 2015
TYPE OF FLIGHT : Parachuting
CAA OCCURRENCE NUMBER : 201408214
AAIU REPORT : 2015-017

SYNOPSIS

From AAIU Report

The aircraft was being used for parachuting/skydiving activities at Abbeyshrule Airfield, Co. Longford on the day of the accident. Shortly after take-off, the pilot felt what was described as a “knock” following which the engine lost power. This resulted in the pilot making a forced landing in a nearby field. There were five people on board the aircraft - the pilot and four skydivers. The skydivers comprised two tandem pairs, with each pair being made up of a qualified skydiver and a person skydiving for charity secured to him. Following the forced landing, all occupants successfully evacuated the aircraft, which sustained substantial damage. The pilot and qualified skydivers reported no injuries at the scene. The two charity skydivers attended a local hospital, but were released a short time later. The investigation found that the cause of the engine power loss was a failure of the crankshaft.

The aircraft was operated with the right hand cockpit seat removed and with a wooden structure covering the right hand foot well and rudder pedals. The Tandem Master was sitting with his back to the wooden structure and he realised that when the Pilot moved the control column/wheel rearward, to flare the aircraft, his head could have impeded the full movement of the control column. To prevent this from occurring the Tandem Master slid down to allow the control column to pass over his head. During the forced landing he then hit his head on the extended control column. The Investigation considered that the approval of similarly modified aircraft should be reviewed to ensure that the risk of control column obstruction by parachutist is eliminated. Consequently, the following recommendation was made to the UK CAA

FOLLOW UP ACTION

Recommendation IRLD 2015014

The UK Civil Aviation Authority should ensure that the risk of cockpit control obstruction is considered during aircraft inspections performed on UK-registered parachute operations aircraft prior to the issue of airworthiness certification.

CAA Response

The UK CAA accepts this Recommendation insofar as it recognises the need to ensure that the risk of cockpit control obstruction is minimised. In cases like this, where previously approved modifications are installed, the UK CAA is not involved. We will address this matter by writing to the British Parachute Association to highlight this issue and the importance of ensuring their members check and confirm that any of the aircraft they operate have been correctly modified and retain full and free movement of the control column for all circumstances. This will have the advantage of highlighting the issue to the significant number of non-UK registered aircraft used for parachute operations in the UK.

Additionally the UK CAA does sample aircraft modification standards as part of the Aircraft Continuing Airworthiness Monitoring (ACAM) programme and parachuting aircraft will continue to be included in that activity and the issue of obstruction to the control column addressed.

CAA Status - Closed