

Follow-up Action on Occurrence Report

ACCIDENT TO PULSAR, G-MCMS, NEAR TAYNUILT, SCOTLAND ON 25 JULY 2004

(AIRCRAFT CRASH LANDED AFTER ENGINE FAILURE)

CAA FACTOR NUMBER : F21/2005
FACTOR PUBLICATION DATE : 07 June 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/04974
AAIB REPORT : Bulletin 5/2005

SYNOPSIS

(From AAIB Report)

The Pulsar, is a low-wing composite single-seat kitplane operated under a Permit to Fly. The aircraft was on a cross-country flight from Perth to Oban. Ten miles away from Oban the pilot called Oban Radio and requested the airfield information. He did not receive a reply but he heard the wind direction and speed being passed to another aircraft. While at 4,000 feet on the Oban QFE the pilot detected a slight burning smell. He advanced the throttle but the engine did not respond. The pilot immediately declared a MAYDAY, stating his position and the nature of his emergency to Oban Radio, but the Oban radio operator was unable to decipher the message. Due to a strong westerly wind the pilot decided that he would be unable to reach Oban. There were no suitable fields nearby for a forced landing so the pilot selected a field on flat ground beside a river and planned a circuit while repeating his MAYDAY transmission several times but with no response. At approximately 1,000 feet agl the engine seized. The aircraft reached the chosen field but the touchdown was hard and the field was rough with cows grazing at the eastern (near) end. The landing gear separated during the ground roll and the aircraft decelerated rapidly to a rest. The propeller had stopped in a horizontal position and so was undamaged. The pilot was able to vacate the aircraft by opening the canopy as normal and then telephoned '999' from his mobile phone for assistance. It was later determined that the pilot had suffered from a crushed vertebra.

FOLLOW UP ACTION

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

Recommendation 2005-05

The Popular Flying Association should:

- a. Ensure that Pulsar aircraft owners are aware of, fit and use only radiator hoses approved for use by the Association or the Pulsar aircraft kit manufacturer.
- b. Encourage Pulsar owners to carry out regular checks of the integrity of the engine cooling system, especially in the regions of the radiator hose couplings.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed