



## Safety recommendation no. 403

<b>Date of the publication</b>	19.06.2006
<b>Number of the final report</b>	2039
<b>Safety deficit</b>	<p>On 3 May 2006, as the engine had been running irregularly while towing a glider for take-off, the pilot of the motorised aircraft attempted to make an emergency landing in a field to the west of Bern-Belp Airport. The left wingtip subsequently touched the field and the aircraft hit the ground. It overturned on landing and came to rest inverted. Shortly afterwards, the plane caught fire. The pilot survived the impact. Rescue attempts by two passers-by had to be abandoned because the plane was on fire. The pilot died in the flames and the plane was destroyed.</p>
<b>Safety recommendation</b>	<p>In order to ensure that pilots or passengers can free themselves from a wreckage having survived an accident involving small aircraft, the AAIB recommends that the FOCA should consider:</p> <ul style="list-style-type: none"><li>• what tool is suitable for smashing an acrylic glass cockpit canopy;</li><li>• whether it should be compulsory to have such a tool on board;</li><li>• whether such a tool would have to be accessible to helpers outside the cockpit.</li></ul>
<b>Addressees</b>	BAZL Bundesamt für Zivilluftfahrt
<b>Stage of the implementation</b>	<p>Partially implemented. In the Safety Awareness Notification Data (SAND) of 21 November 2006 (SAND-2006-001), the Federal Office of Civil Aviation (FOCA) provided information on the findings of the present accident and recommended the installation of a suitable stabbing tool in the cockpit of small aircraft. It is pointed out that the installation of such stabbing tools (including holder) must be approved by the FOCA.</p>
<b>Investigation report concerning the safety recommendation</b>	<p><u>Rapport final</u> <u>Schlussbericht</u></p>