

BULLETIN ADDENDUM

AAIB File: EW/G2002/02/19

Aircraft Type and Registration: Piper PA-23-250, G-TAXI

Date and Time (UTC): 24 February 2002 at 1400 hrs

Location: Blackpool Airport

Information Source: Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

AAIB Bulletin No 5/2002, page 33 refers

Emergency services response

The AAIB report into the above occurrence stated that the Airfield Fire Service (AFS) arrived on the scene 'some 4 minutes' after crash alarm activation. Subsequent investigation revealed that, due to their involvement in a training exercise, they did not hear the initial call from ATC. In order to prevent any recurrence, the AFS training manual has been amended to emphasise the requirement for AFS crews to inform ATC when they are training and for them to maintain a listening watch on the radios at all times. In addition, AFS vehicles have been fitted with external radio speakers.

Maintenance

Further inspection of the aircraft and associated maintenance records by the CAA revealed FAA Airworthiness Directive (AD) 72-14-05 had not been accomplished. This AD involves inspection of engine exhaust stack assemblies for cracks, flaking, burns or distortion and states that defective parts must be replaced prior to further flight. The inspection of the right hand engine revealed several weld repairs that were not permitted by the AD.