

## **CORRIGENDUM**

AAIB Bulletin No. 12/90, page 18.

### **ACCIDENT TO PA28-140 G-AYIH AT CRANFIELD ON 7 JULY 1990**

Further information has now been obtained:

Page 22 - The spigot on the lap strap buckle of the front seat belts for attachment of the diagonal shoulder strap fitting was required to be fitted with an elastomeric bush. Although indications have been found that these bushes tend to wear out rapidly, there is no scheme for their field replacement issued by the belt manufacturer. It has not proved possible to positively establish whether the model of diagonal strap fitted was approved by CAA for use with the model of lap strap fitted.

Page 23 - The lap strap model fitted at the rear seats of G-AYIH remained approved equipment. No CAA Airworthiness Directive had been issued that prohibited its usage.

Following receipt of the additional information the following Recommendations have been made as a result of the investigation.

It is recommended that for UK registered aircraft, including light aircraft, the CAA:

1. Review the air traffic control arrangements for major air rallies.
2. Require that fuel drain valves are not susceptible to being opened, or to being damaged to the point where fuel release occurs, in a survivable crash.
3. Require that an audio warning of impending stall be provided.
4. Require that upper torso restraint straps have a positive means of fastening, and that such straps that could disengage as a result of acceleration fluctuations be disallowed. Consideration should be given to the approval for aircraft use of modified versions of the well-tried automotive seat belts that conform to the standards of the British Standards Institute.
5. Require that suitable approved repair schemes be promulgated for keyhole type diagonal strap fastenings where retention to the lap strap is assisted by the presence of an elastomeric insert, while such a fastening arrangement remains approved.
6. Require that the compatibility for use together of seat belt components that have been individually approved or validated by CAA be specified.
7. Assess the design of the type of seat belt fitted to the rear seats of G-AYIH and review the CAA validation of the FAA approval of this type of belt.