

# Luscombe 8A, G-BSTX

AAIB Bulletin No: 3/2002 Ref: EW/G2001/07/33

Category: 1.3

<b>Aircraft Type and Registration:</b>	Luscombe 8A, G-BSTX	
<b>No &amp; Type of Engines:</b>	1 Continental Motors Corp A65-8 piston engine	
<b>Year of Manufacture:</b>	1947	
<b>Date &amp; Time (UTC):</b>	26 July 2001 at 2115 hrs	
<b>Location:</b>	Private landing site, Kilkeel, Co. Down	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passenger - 1
<b>Injuries:</b>	Crew - None	Passenger - 1 serious
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	None	
<b>Commander's Age:</b>	Not known	
<b>Commander's Flying Experience:</b>	None recorded (see text)	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

## History of the event

After a short flight the passenger, a 13 year old girl, disembarked from the right door of the aircraft; the engine was still running at idle rpm because the pilot intended to carry out a further short flight on his own. He stated that he had warned her "to be very careful", however she had no recall of this. He had expected her to turn right and go around the rear of the aircraft, however she turned left, under the wing and strut, and crossed in front of it. As she walked towards her friend, the pilot's daughter, who was standing in front of and to the left of the aircraft, the tip of the rotating propeller came into contact with her left arm and caused serious injury. The engine was shut down, the emergency services were alerted and she was taken to hospital; her arm was subsequently amputated above the elbow.

The validity of the aircraft's Permit to Fly ceased on 18 June 2001. The pilot had undertaken no formal flying training and did not hold a pilot's licence.

## **AAIB comment**

This accident highlights the danger of disembarking passengers with the engine running particularly, as in this case, when they are young and have little or no aviation experience. There are few, if any circumstances where this is essential and generally it is not permitted by Flying Schools.

The fact that the pilot did not hold a licence is not an obvious causal factor in this accident. However, if he had undertaken a formal course of training he would have been exposed to a culture that may have brought to his attention the inherent danger of disembarking passengers with the engine running. He would also have had regular exposure to publications such as the CAA General Aviation Safety Sense Leaflets. Leaflet No 2B - Care of Passengers - gives comprehensive advice on this aspect.