

LAA/AWA/18/07  
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## Non-EASA (GA) Aircraft Safety Harness Integrity

In response to a recommendation from the Air Accident Investigation Branch (AAIB) following a fatal accident involving a YAK-52 aircraft in July 2016, the UK Civil Aviation Authority (CAA) has published a Safety Notice (SN-2018/005) emphasising the importance of ensuring that safety harnesses are in good condition.

LAA Engineering consider the general advice provided in the CAA Safety Notice to be sound and recommend that owners monitor the condition of the safety harness in their aircraft and ensure that it remains in good condition. SN-2018/005 can be downloaded [HERE](#).

The AAIB Bulletin detailing the events surrounding the fatal accident involving the YAK-52 can be downloaded [HERE](#).



Fig 1. The Pilot of this Steen Skybolt recently suffered a catastrophic mechanical failure of his engine; the aircraft entered a spin and was brought to rest by a copse of trees. The pilot suffered only minor injuries and was able to walk clear of the aircraft because of a good deal of luck (a well-placed spinney) and a full harness that was in perfect condition.



Fig 2. One pilot died and the other was seriously injured during an unsuccessful forced landing after an engine stoppage in a YAK-52 aircraft. The picture above shows the failed rear seat shoulder harness – when tested it was found that the harness had degraded such that its strength had reduced by up to 50%.