

## Follow-up Action on Occurrence Report

**ACCIDENT TO PIPER PA28-180, G-AVNP, AT NAYLAND AIRFIELD, SUFFOLK ON 28 APRIL 2001**  
**(FORCED LANDING AFTER AIRCRAFT SUFFERED A POWER LOSS)**

**CAA FACTOR NUMBER** : F7/2004  
**FACTOR PUBLICATION DATE** : 12 February 2004  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2001/02707  
**AAIB REPORT** : Bulletin 1/2004

### SYNOPSIS

(From AAIB Report)

The aircraft, flown by two qualified and experienced pilots, suffered a power loss necessitating a forced landing. At that time the aircraft was in a position to land on Nayland airfield in Essex. At a late stage in the approach however, the handling pilot was unable to prevent the aircraft's right wing from impacting with a large tree; the right wing was torn from the fuselage and the aircraft came to rest inverted on its right side. Both pilots, one of whom was seriously injured, were able to vacate the cabin with external assistance. The fuel selector was selected to the right tank, that was ruptured in the impact, and although it was not possible prove that this tank contained fuel at impact calculations showed that it should have contained approximately 8 US Gallons. Subsequent examination and testing of the engine and its components revealed no anomalies and it was concluded that, due to the ambient weather conditions at the time, induction system icing was the most likely cause of the power loss. A recommendation has been made to the CAA for measures to be taken to significantly reduce the numbers of accidents resulting from forced landings, brought about by induction system icing.

### FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

#### Recommendation 2003-125

It is recommended that the CAA take measures, both technological and procedural, including the review and promulgation of published material and the re-assessment of warning systems and their capabilities and reliability, to significantly reduce the number of potential accidents, to UK registered piston-engined aircraft, resulting from engine failures brought about by induction system icing.

#### CAA Response

The CAA partially accepts this recommendation. On 28 September 2003, responsibility for the technological measures addressed in this Recommendation passed to the European Aviation Safety Agency (EASA) under Regulation (EC) 1592/2002 and the recommendation should be addressed to that Agency. Nevertheless, the CAA has been drafting new design requirements intended to prevent induction system icing and these will be forwarded to the EASA by March 2004.

With regards to the procedural measures, a CAA sponsored research programme has been initiated. This programme will review both the adequacy of the current carburettor ice prevention operating procedures and the viability of warning systems. This research is due to be completed by December 2005. The CAA is also reviewing the PPL training syllabus to ensure that the subject of carburettor icing is adequately addressed. This review will be completed by July 2004. In the meantime, the CAA will continue to publicise widely the problem of carburettor icing.

**CAA Status - Open**