

## Follow-up Action on Occurrence Report

**ACCIDENT TO STAMPE SV4C(G), G-OODE, NEAR REDHILL ON 26 JULY 2003**  
**(FORCED LANDING AFTER ENGINE FAILURE)**

**CAA FACTOR NUMBER** : F46/2004  
**FACTOR PUBLICATION DATE** : 10 November 2004  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2003/04954  
**AAIB REPORT** : Bulletin 10/2004

### SYNOPSIS

(From AAIB Report)

The pilot, who was also the owner of the aircraft, departed from Runway 19 at Redhill Aerodrome, turned left onto a northerly heading and levelled off at 1,000 feet, with the engine at 1,900 RPM. The pilot's intention was to practise aerobatics to the north of the M25 but, about one mile to the north of the airfield, the engine faltered and the pilot saw an object fly off from around the propeller hub. This was followed almost immediately by the pilot observing the propeller detach itself from the engine. He closed the throttle, turned off the engine switches and made a MAYDAY call to Redhill, stating that he had lost his propeller and was making a forced landing.

Looking for a suitable landing area, the pilot found his options were very limited by standing crops. He then noticed a green area which was upwind and he was able to make a successful 'three point' landing. He found that he had landed in a former quarry which had been filled and grassed over. The pilot made his way by foot to the security guard at the gate and he was able to contact the airfield by telephone. The police arrived soon afterwards.

### FOLLOW UP ACTION

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

#### Recommendation 2004-75

It is recommended that the UK Civil Aviation Authority specifies a calendar time limitation for Gipsy engines, at least for those aircraft operating in the Public Transport and Aerial Work categories, to cover areas where periodic predictive inspections are not effective.

#### CAA Response

The CAA partially accepts this recommendation. The CAA will assess all related data and consult with known owners and operators to consider the need to define appropriate calendar time limits for Gipsy engines to cover areas where periodic predictive inspections are not effective. This will be complete by March 2005.

**CAA Status - Open**