

## Follow-up Action on Occurrence Report

**ACCIDENT TO MILES M-65 GEMINI, G-AKKH, AT OLD WARDEN AERODROME ON 24 AUGUST 2002  
(LEFT PROPELLER DETACHED FROM ENGINE WHILST AIRCRAFT WAS IN DESCENT)**

**CAA FACTOR NUMBER** : F9/2005  
**FACTOR PUBLICATION DATE** : 15 March 2005  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2002/05989  
**AAIB REPORT** : Bulletin 2/2005

### SYNOPSIS

(From AAIB Report)

The aircraft had been on a local flight when, whilst descending at a low throttle setting in the overhead of the airfield, the pilot heard a 'thump'. He then observed the left propeller, which had become detached from the engine, flying away after striking the nose of the aircraft. The aircraft returned to the airfield and landed without further incident. The propeller was recovered from a nearby field together with the hub sleeve; none of the propeller retaining bolts was found in the field but two of the bolt heads remained with the aircraft and were recovered from the cowling.

The owner of the aircraft had acquired it relatively recently and had flown it more frequently than had been the case in the recent past. The aircraft was being maintained to the Light Aircraft Maintenance Schedule (LAMS) and no special conditions or out-of phase maintenance items had been imposed. The last scheduled maintenance performed had been an Annual check, in February 2002, at which time the tightness of the attachment bolts of both propellers had been checked as required. Between that time and the incident, the aircraft had accumulated a further 24 hours flying time.

### FOLLOW UP ACTION

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

#### Recommendation 2004-104

The Civil Aviation Authority should, when approving the application of the Light Aircraft Maintenance Schedule to historic aircraft, review the appropriateness of the resulting inspection intervals against those of the original Maintenance Schedule, if this is available, and require out of phase maintenance actions where appropriate.

#### CAA Response

The CAA partially accepts this recommendation.

The Light Aircraft Maintenance Schedule (LAMS) is an approved document based on a series of generic requirements that places responsibility on an owner / operator to supplement the basic inspections to suit their particular aircraft.

CAP 520 and Section 3 of LAMS currently places responsibility on an owner / operator to ensure that service information published by the type design organisation be formally technically assessed and if required adopted to ensure operational safety and reliability.

The CAA has published edition 4 of CAA/LAMS/A/1999 Issue 1 in February 2005 and Section 3 has been revised to further emphasise and clarify the need to include amendments to reflect applicable instructions for continuing airworthiness as part of the maintenance schedule.

**CAA Status - Closed**