

Follow-up Action on Occurrence Report

**ACCIDENT TO DIAMOND DA40D, G-HASO, NEAR OLD STRATFORD, NORTHANTS ON 29 JUNE 2004
(AIRCRAFT FORCE LANDED AFTER ENGINE FAILURE)**

CAA FACTOR NUMBER : F35/2005
FACTOR PUBLICATION DATE : 11 October 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/04237
AAIB REPORT : Bulletin 10/2005

SYNOPSIS

(From AAIB Report)

The aircraft's engine failed in flight when most of the oil was lost overboard. From an altitude of 2,000 feet the pilot carried out a successful forced landing into a field. The engine's turbocharger compressor had been damaged resulting in an imbalance that caused vibration. This vibration induced a fatigue failure of a bearing and a piece of this bearing passed into the oil scavenge pump, causing it to seize. With the pump seized, the oil separator overfilled causing the engine oil to escape via the breather vent line. This caused a loss of oil that resulted in the engine overheating and seizing. Two safety recommendations were made to reduce the probability of a recurrence.

FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

Recommendation 2005-47

Thielert Aircraft Engines should modify the TAE-125-01 diesel engine's oil system to reduce the likelihood of sections from a failed turbocharger causing seizure of the oil scavenge pump.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-48

The European Aviation Safety Agency (EASA) should consider requiring Thielert Aircraft Engines to modify its TAE-125 diesel engine's oil system to reduce the likelihood of sections from a failed turbocharger causing seizure of the oil scavenge pump.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed