

Follow-up Action on Occurrence Report

ACCIDENT TO SKYRANGER 912(2), G-CCKF, NEAR ESHOTT AIRFIELD, NORTHUMBERLAND ON 18 JULY 2006

CAA FACTOR NUMBER : F48/2006
FACTOR PUBLICATION DATE : 12 December 2006
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2006/06325
AAIB REPORT : Bulletin 11/2006

SYNOPSIS

(From AAIB Report)

The engine failed shortly after takeoff and, in the ensuing forced landing, the aircraft struck a fence and pitched inverted, causing minor injuries to the pilot and moderate damage to the aircraft. It was quickly established that the engine oil filter had become detached, allowing oil to escape and the engine to seize from oil starvation. The oil filter had been replaced the previous day with a 'FRAM' automotive oil filter, instead of the Rotax-approved part. The FRAM filter has a slightly larger diameter thread which makes it incompatible for use on this type of engine.

Two safety recommendations were made, with the intention of preventing similar accidents in the future.

FOLLOW UP ACTION

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

Recommendation 2006-107

The Popular Flying Association should remind owners of Rotax-powered aircraft that only the engine manufacturer's specified oil filters are approved for installation on their engines.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2006-108

The British Microlight Aircraft Association should remind owners of Rotax-powered aircraft that only the engine manufacturer's specified oil filters are approved for installation on their engines.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed