

## Follow-up Action on Occurrence Report

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*ACCIDENT TO SOCATA TB10, G-BNRA, AT NOTTINGHAM TOLLERTON AIRPORT ON 16 FEBRUARY 2006  
(PROPELLER BLADE DETACHED FROM AIRCRAFT DURING A TOUCH-AND-GO LANDING)*

**CAA FACTOR NUMBER** : F50/2006  
**FACTOR PUBLICATION DATE** : 12 December 2006  
**OPERATOR** : Club-Group  
**CAA OCCURRENCE NUMBER** : 2006/01214  
**AAIB REPORT** : Bulletin 12/2006

#### SYNOPSIS

(From AAIB Report)

This accident was the subject of AAIB Special Bulletin S2/2006. A propeller blade detached during a touch-and-go landing, leading to loss of the propeller and partial separation of the engine from the aircraft. An existing Manufacturer's Service Bulletin was identified as being relevant to the failure. Three Safety Recommendations were made, to the Civil Aviation Authority (CAA), the Federal Aviation Administration (FAA) and the European Air Safety Agency (EASA). Subsequent metallurgical analysis confirmed the cause as a fatigue failure.

Since publication of the Special Bulletin, the CAA has issued a Letter to Operators on the subject and the FAA and the EASA have produced appropriate Airworthiness Directives.

#### FOLLOW UP ACTION

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

##### Recommendation 2006-46

It is recommended that the CAA take immediate action to alert M3 organisations and other relevant maintainers in the UK to the existence and importance of Hartzell Service Bulletin HC-SB-61-269.

##### CAA Response

The CAA accepts this Recommendation insofar as it relates to the need to alert relevant persons to the existence and importance of Hartzell Service Bulletin HC-SB-61-269. To that end CAA issued, on 30 March 2006, a letter to relevant UK operators strongly recommending that owners of aircraft affected by Hartzell Service Bulletin HC-SB-61-269 arrange for an eddy current inspection to be performed in accordance with the Service Bulletin instructions as soon as possible.

**CAA Status - Closed**

**Recommendation 2006-47**

It is recommended that the FAA take urgent steps to issue an Airworthiness Directive making the inspection requirements of Hartzell Service Bulletin HC-SB-61-269 mandatory.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-48**

It is recommended that the EASA take urgent steps to issue an Airworthiness Directive making the inspection requirements of Hartzell Service Bulletin HC-SB-61-269 mandatory.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**