

## Follow-up Action on Occurrence Report

*ACCIDENT TO EUROPA, G-BWCV, NEAR PORTBURY, NORTH SOMERSET ON 16 JULY 2006*

**CAA FACTOR NUMBER** : F14/2007  
**FACTOR PUBLICATION DATE** : 11 April 2007  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2006/06227  
**AAIB REPORT** : Bulletin 3/2007

### SYNOPSIS

From AAIB Report:

Whilst cruising at 3500 ft near the Severn estuary, the aircraft suffered an alternator bearing seizure and smoke from the drive belts entered the cockpit. The engine stopped, but, due to its free-wheel mechanism, the propeller continued to rotate increasing the drag and causing a significantly higher rate of descent during the subsequent forced landing than for a propeller at idle or stopped.

The aircraft landed in a small field, struck a hedge and suffered major damage to the composite fuselage structure fore and aft of the cockpit. Both occupants suffered minor injuries.

### FOLLOW UP ACTION

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

#### Recommendation 2007-033

It is recommended that the Popular Flying Association review the use of dual belts on NSI EA81 engines to minimise the consequences of an alternator seizure.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

#### Recommendation 2007-034

It is recommended that the Popular Flying Association (PFA) advise all owners and operators of PFA Permit-to-Fly aircraft which have a free-wheeling fixed pitch propeller, that such aircraft may have a high rate of descent if the propeller free-wheels following an engine failure.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**