

Follow-up Action on Occurrence Report

ACCIDENT TO REIMS CESSNA F172N, G-BHDZ, AT SNETTERTON, NORFOLK ON 28 OCTOBER 2006

CAA FACTOR NUMBER : F26/2007
FACTOR PUBLICATION DATE : 10 August 2007
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2006/09906
AAIB REPORT : Bulletin 7/2007

SYNOPSIS

From AAIB Report:

An electrical system failure which occurred in-flight, but close to an airfield, resulted in flames and smoke emanating from behind the left instrument panel, after the pilot attempted to re-set the alternator circuit breaker. During short final approach to the airfield for a precautionary landing, the engine stopped and the aircraft landed in a field close to the runway. A combination of a defective battery and a failure of the voltage regulator was identified as the main causal factor of this event. Two safety recommendations are made.

FOLLOW UP ACTION

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

Recommendation 2007-048

It is recommended that the European Aviation Safety Agency, in conjunction with the Civil Aviation Authority, publish specific information aimed at discouraging the resetting of high power circuit breakers on light aircraft, such as those that control alternators, whilst in flight unless considered essential for the safe continuation of the flight.

CAA Response

The CAA accepts this recommendation. The CAA will publish, at the next issue of the General Aviation Safety Information Leaflet (GASIL) in September 2007, an article highlighting the potential problems in resetting high power circuit breakers on light aircraft, using this occurrence as an example of the dangers of this practice. The CAA will also provide a copy of this GASIL article to EASA.

CAA Status - Open

Recommendation 2007-049

It is recommended that the European Aviation Safety Agency, in conjunction with the Civil Aviation Authority, promulgate the information contained in FAA Special Airworthiness Information Bulletin CE-04-72, so that European operators of single-engine Cessna aircraft, together with their maintenance organisations, can ensure that the aircraft electrical systems have the required level of over-voltage protection.

CAA Response

The CAA accepts this Recommendation. The CAA will publish a Letter to Operators (LTO) highlighting the existence of FAA SAIB CE-04-72 and the related Cessna Service Bulletin SEB03-3 that recommends the installation of Cessna Service Kit SK210-170 which replaces the problematic voltage regulator and re-installs the over voltage sensor in accordance with the original manufacturer's configuration. It is planned to publish this LTO before Oct 2007. The CAA will also provide a copy of this LTO to EASA.

CAA Status - Open