

## Follow-up Action on Occurrence Report

**ACCIDENT TO MOONEY M20J, G-EKMW, AT JERSEY AIRPORT ON 16 OCTOBER 2004**

**(AIRCRAFT WITH AN ENGINE MALFUNCTION CRASHED DURING TURNBACK TO AIRFIELD)**

**CAA FACTOR NUMBER** : F42/2006  
**FACTOR PUBLICATION DATE** : 11 January 2007  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2004/07447  
**AAIB REPORT** : Bulletin 11/2006

### SYNOPSIS

(From AAIB Report)

Shortly after takeoff, the aircraft suffered an engine malfunction and the pilot attempted to return to the airfield. During the turn, the aircraft appeared to stall and impacted the ground in a nose low attitude, fatally injuring the pilot. A defect was discovered within the engine's dual magneto, which had recently been refitted following a 500 hr inspection, affecting both ignition systems. This led to a loss of power, accompanied by misfiring, that was consistent with aural evidence from witnesses. Issues concerning quality control of maintenance activities and maintenance data were identified during the investigation. Four safety recommendations are made.

Note: A Corrigendum to the report was published in Bulletin 12/2006.

### FOLLOW UP ACTION

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

#### Recommendation 2006-134

It is recommended that the Civil Aviation Authority review their regulatory oversight methods which underpin its EASA Part 145 approvals of maintenance organisations, to ensure they include adequate sampling and objective scrutiny of the physical engineering activities.

#### CAA Response

The CAA accepts this recommendation.

The Civil Aviation Authority will review its regulatory oversight methods, which underpin its EASA Part 145 approvals of maintenance organisations, to ensure they include adequate sampling and objective scrutiny of the physical engineering activities. This review will be completed by October 2007.

**CAA Status - Open**

**Recommendation 2006-28**

It is recommended that International Aerospace Engineering review their internal processes to ensure that they comply with the standards required under their EASA Part 145 approval focusing, in particular, on areas relating to the provision of maintenance information and staff training.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-30**

It is recommended that the European Aviation Safety Agency (EASA) should amend the EASA Part 45 Regulation to require that EASA Part 145 approved maintenance and component overhaul organisations use pre-planned work/process sheets when carrying out work on safety critical components.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-31**

It is recommended that the Federal Aviation Administration require Teledyne Continental Motors to conduct a critical review of their processes for the support of maintenance organisations which maintain/ overhaul their products, to ensure that concise and current technical data, and spare parts of acceptable quality, are always readily available.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**