

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Kolb Twinstar Mk III Xtra, G-CGZA	
<b>No &amp; Type of Engines:</b>	1 Jabiru 2200A piston engine	
<b>Year of Manufacture:</b>	2013 (Serial no: PFA 205-14316)	
<b>Date &amp; Time (UTC):</b>	4 June 2015 at 1130 hrs	
<b>Location:</b>	Swinefleet Common, Swinefleet, Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Propeller loss and damage to the tailboom	
<b>Commander's Licence:</b>	National Private Pilot's Licence	
<b>Commander's Age:</b>	63 years	
<b>Commander's Flying Experience:</b>	288 hours (of which 83 were on type) Last 90 days - 13 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The propeller separated from the engine in flight, without warning and damaged the tail boom. The pilot was able to carry out an emergency landing without incident. The propeller was not recovered, but photographs taken of the fracture faces of the propeller retaining bolt shanks, which had remained attached to the engine crankshaft, showed clear evidence of failure due to the presence of high cycle fatigue. As a result of this incident, and two similar events<sup>1</sup>, the Light Aircraft Association (LAA) have confirmed that they are in discussion with the engine manufacturer regarding the issue. Additionally details of the event, together with the recommended procedures for propeller attachment, have been published in the July edition of the LAA's engineering "Safety Spot" (<http://www.lightaircraftassociation.co.uk/2015/Magazine/Jul/SafetySpot.pdf>).

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**Footnote**

<sup>1</sup> AAIB Bulletin 09 2007, G-CDFA, Ref EW/G2007/04/20 (<https://www.gov.uk/aaib-reports/kolb-twinstar-mk-3-extra-g-cdfa-6-april-2007>) and ATSB report A0-2013-046 ([https://www.atsb.gov.au/publications/investigation\\_reports/2013/aaib/ao-2013-046.aspx](https://www.atsb.gov.au/publications/investigation_reports/2013/aaib/ao-2013-046.aspx))