

In-progress Safety Investigation Statement

Ref. AAIU-2021-10-09-01
Issue date: 17 February 2023

This document informs about the initiation and progress of a safety investigation that has been initiated by the Air Accident Investigation unit (Belgium) in accordance with Annex 13 to the Convention on International Civil Aviation and Regulation (EU) No 996/2010.

The information may still be subject to change

SYNOPSIS

Occurrence class	Accident
Occurrence category	Powerplant failure or malfunction (SCF-PP)
Date and time ¹	9 October 2021 12:20 UTC
Location	Field in Beernem – Province of West-Flanders - Belgium
Aircraft	Diamond DA-40
Aircraft category	Fixed wing - Small aeroplane (MTOW ≤ 5700 kg)
Location of departure	Airport of Ostend (EBOS)
Planned destination	Idem
Type of operation	Non-commercial - Flight Training - Cross-country - Dual
Phase of flight	En route (cruise)
Injuries	None
Aircraft damage	Substantial

During a training flight, the engine power decreased and stopped, forcing the crew to perform an emergency landing

AAIU(Be) was notified of the accident by Skeyes at 12:36 UTC on 9 October 2021 and on 12:41 UTC by the Safety Manager of the concerned training school. The investigator on duty deployed to the accident site, where he arrived at 14:21 UTC to conduct the on-site examination..

¹ All time data in this report are indicated in UTC, unless otherwise specified



Progress of the investigation

For the investigation, the following sources were used;

- Pilot statements,
- Aircraft inspection on site
- Analysis of the in-flight engine parameters
- Engine disassembly and inspection at Continental, the engine manufacturer's facility in Germany
- Testing of the fuel components, including the FCU



The first conclusions are that the engine stopped operating further to a mechanical break-up of the Nr 2 Piston. Extensive testing on the FADEC installed on the engine were performed. The report is in-progress.

In accordance with ICAO Annex 13 standards and EU 996/2010 regulation, upon completion, the report will be forwarded to the following organisations to receive their comments and remarks: - EASA, - DGTA/DGLV - the German BfU and the Austrian FUS.

After reception of the comments and remarks, the final report will be published on the website of the Federal Public Service for Mobility and Transport.