



Safety recommendation no. 459

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Safety deficit	<p>On 26 August 2010, a PA-32R-300 aircraft (HB-PRE) took off on a private flight from Saanen to Zurich. Due to corrosion and wear damage there was a significant loss of engine power and the aircraft subsequently gained hardly any height and finally crashed. All three occupants were fatally injured. The engine manufacturer recognized as early as the 1960s that corrosion damage may occur to its engines, especially if the aircraft is rarely used or is subject to particular climatic conditions. By means of technical message TM 02.020-30 the Federal Office of Civil Aviation (FOCA) considers the application of the operating times recommended by the manufacturer for aircraft up to a max. take-off mass of 5700 kg for private operation as non-mandatory and delegates the responsibility to the operator. A distinction between commercial and private operation does not make sense from a technical viewpoint.</p>
Safety recommendation	<p>The FOCA and the competent foreign authorities should consider measures which ensure that recommendations of the manufacturers regarding operating hours and calendar-based due dates are integrated into the maintenance programs that are approved by the authorities, regardless of whether aircraft are operated commercially or privately.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Investigation report concerning the safety recommendation	Final report Schlussbericht