

AIRCRAFT ACCIDENT REPORT CORRECTION

Original AAIB File reference:	EW/C2019/01/03
Aircraft Type and Registration:	Piper PA-46-310P Malibu, N264DB
Date & Time (UTC):	21 January 2019 at 2016 hrs
Location:	22 nm north-north-west of Guernsey
Information Source:	AAIB Field investigation

AAIB Aircraft Accident Report 1/2020 refers

On 13 March 2020, the AAIB published Air Accident Report 1/2020 into the loss of Piper Malibu, N264DB, on 21 January 2019. The aircraft took off from Nantes Airport, France, at 1915 hrs and was lost from radar 22 nm north-north-west of Guernsey at approximately 2016 hrs. The aircraft was found on the seabed on 3 February 2019, and the body of the passenger was recovered from the wreckage and passed into the care of Her Majesty's Senior Coroner for Dorset. The body of the pilot was not found.

During the Senior Coroner's pre-inquest review process ahead of the full inquest hearing touching upon the death of the passenger, information was provided to the Senior Coroner related to the maintenance carried out on the aircraft during the annual inspection completed on 30 November 2018. This information was contrary to Finding 28 of AAR 1/2020, which stated:

A pressure test of the heater muff was not carried out during the previous two Annual maintenance inspections.

The AAIB carried out further enquiries and established that there is doubt about the maintenance actions carried out during the last annual inspection. Consequently, the following sections of the report have been amended:

Page 23: Section 1.6.14.3 (first paragraph)

Original text:

The maintenance organisation informed the investigation that the heater muff shroud was removed, and a visual inspection was carried out using mirrors and a light source in accordance with the guidance in the engine manufacturer's Service Bulletin, SB10-1A. The SB also contains guidance on how to pressure-test the exhaust system, but this was not done because the mechanic and inspector were satisfied that they could establish the condition of the exhaust and heater muff by the visual inspection alone.

Corrected text:

The maintenance organisation informed the investigation that the heater muff shroud was removed, and an inspection would have been carried out in

accordance with the guidance in the engine manufacturer's Service Bulletin, SB10-1A, which included a pressure test of the exhaust. However, there was no record of the SB having been called up or actioned, and it was not possible to determine if a pressure test of the muffler had been carried out.

Page 24: Section 1.6.14.3 (Engine Group, point 38, and footnote 29)

Original text:

81-2-00

Corrected text:

81-20-00

Page 85: Section 2.8 (second paragraph)

Original text:

During the Annual maintenance of N264DB, two separate maintenance organisations carried out a detailed visual inspection of the exhaust system which they believed was sufficient to establish its condition. A pressure test would only have been carried out if they were unable to visually examine all parts of the heater muff or there was evidence of damage or deterioration. Moreover, because the aircraft manufacturer's maintenance schedule (which they used) did not call for the exhaust system to be pressure tested, they believed they were only required to carry out a visual inspection. There was no AD for the exhaust system on the PA46-310P to be pressure tested when operating in accordance with 14 CFR Part 91.

Corrected text:

During the last two Annual maintenance inspections of N264DB, two separate maintenance organisations carried out an inspection of the exhaust system. Both stated that their normal practice was to pressure test the exhaust, but neither had records to show that such a test had been carried out. The aircraft manufacturer's maintenance schedule (which they used) did not call for the exhaust system to be pressure tested, and there was no AD for the exhaust system on the PA46-310P to be pressure tested when operating in accordance with 14 CFR Part 91.

Page 89: Finding 27 (first sentence)

Original text:

The exhaust system, including the heater muff was visually inspected during the Annual maintenance 11 flying hours before the accident.

Corrected text:

The exhaust system, including the heater muff, was inspected during the Annual maintenance 11 flying hours before the accident.

Page 89: Finding 28 (first sentence)

Original text:

A pressure test of the heater muff was not carried out during the previous two Annual maintenance inspections.

Corrected text:

There was no record that a pressure test of the heater muff was carried out during either of the two previous Annual maintenance inspections.

The online version of the report was corrected on 4 February 2022 and details of the correction published in the March 2022 AAIB Bulletin.

The full amended version of the report can be read on the AAIB website at: <https://www.gov.uk/aaib-reports/aircraft-accident-report-aar-1-2020-piper-pa-46-310p-malibu-n264db-21-january-2019> [accessed February 2022].