

Safety Regulation Group
Safety Data

Follow-up Action on Occurrence Report

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ACCIDENT TO AS332L, G-PUMI, AT ABERDEEN AIRPORT ON 13 OCTOBER 2006

CAA FACTOR NUMBER : F8/2010
FACTOR PUBLICATION DATE : 08 December 2010
OPERATOR : Bristow Helicopters Limited
CAA OCCURRENCE NUMBER : 2006/09321
AAIB REPORT : 7/2010

SYNOPSIS

From AAIB Report

The aircraft was departing from Runway 14 for a flight to oil platforms in the North Sea, carrying 13 passengers. Five seconds into the take-off the crew heard a bang and an abnormal vibration started. The crew rejected the take-off and landed back on the runway. The aircraft started to taxi but the severe vibration continued so the commander stopped and shut down the helicopter on the threshold of Runway 32.

Initial examination showed that one main rotor blade spindle had fractured, through the lower section of its attachment yoke on the leading side of the spindle. Post-fracture plastic deformation of the lug had stretched open the fracture, separating the faces by some 12mm.

As a result of this accident the helicopter manufacturer published an Emergency Alert Service Bulletin, requiring periodic inspections, and this was subsequently mandated by EASA as an Airworthiness Directive. In July 2009 the manufacturer issued Service Bulletins which introduced a 'wet' assembly procedure, with new nuts, for the main rotor blade spindles. This eliminated the requirement for the repetitive inspection procedure and was made mandatory by the issue of an Airworthiness Directive by EASA.

FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB, following their investigations, is reproduced below, together with the CAA's response.

Recommendation 2010-027

It is recommended that the European Aviation Safety Agency, with the assistance of the Civil Aviation Authority, conduct a review of options for extending the scope of HUMS detection into the rotating systems of helicopters.

CAA Response

The CAA accepts this recommendation, and will assist the European Aviation Safety Agency conduct a review of options for extending the scope of HUMS detection into the rotating systems of helicopters.

CAA Status - Open