

Follow-up Action on Occurrence Report

**ACCIDENT TO GAZELLE HT MK2, G-GAZL, ON APPROACH TO SHEFFIELD CITY AIRPORT ON 4 NOVEMBER 2004
(ENGINE COWLING DETACHED IN FLIGHT)**

CAA FACTOR NUMBER : F30/2005
FACTOR PUBLICATION DATE : 09 September 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/08076
AAIB REPORT : Bulletin 8/2005

SYNOPSIS

(From AAIB Report)

Following a loud bang and a jolt during his approach, the pilot determined that the engine and rotor systems were operating within limits and so he landed normally. After landing the right engine cowling was missing and there were small marks on the main rotor blades. Two fractured portions of the missing cowling were later found. Each cowling panel has two hinges at the top, a lower latch and part of a single latch which secures the forward edge of both panels. It appears that at least one of the top spigot fittings had failed through cracking from previous overloads and the aft lower latch had probably not been fully secure. Tests showed that this aft lower latch can appear latched when it is not actually engaged. Two Safety Recommendations were made concerning detailed visual inspections of these fittings.

FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

Recommendation 2005-49

The UK Civil Aviation Authority should review the periodic inspection of the spigot fittings on the engine cowlings of SA341-type Gazelle helicopters operated on CAA Permits-to-Fly, to reduce the number of cracked fittings in service.

CAA Response

The CAA accepts this recommendation.

The CAA has reviewed the periodic inspection of the spigot fittings on the engine cowlings of SA341-type helicopters operated on CAA Permits-to-Fly. In addition, the CAA has reviewed previous incidents involving UK aircraft where latching of cowls has been implicated. As a result of these reviews the CAA has issued a Mandatory

Permit Directive (MPD2005-005) that requires a one-time inspection of the latches, lanyards and hinge spigots. Owners/operators are required to report findings to the CAA. An assessment of these findings will allow the CAA to determine what further action if any is necessary.

CAA Status - Closed

Recommendation 2005-50

The European Aviation Safety Agency should review the periodic inspection of the spigot fittings on the engine cowlings of SA341-type Gazelle helicopters operated on Certificates of Airworthiness, to reduce the number of cracked fittings in service.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed