

AVIATION SAFETY SECTION
DFS, UNHQ
2 MARCH 2012

DFS AVIATION OCCURRENCES BRIEF FEBRUARY 2012

INFORMATION BASED ON 28 PRELIMINARY AIRCRAFT OCCURRENCE REPORTS SUBMITTED DURING FEBRUARY 2012

Rotary Wing

UH-1H - While conducting a NVG training flight, the crew detected a discrepancy between the fuel consumption versus the fuel gauge indication and decided to cancel the flight. After landing and performed a thoroughly inspection, the crew determined that it was a fuel gauge malfunction (Technical).

Bell 212 - During final approach, the crew noticed a needles split in the helicopter's power instruments, showing a 10-15% difference between the two engines, followed by an abnormal increase in the left engine EGT temperature and an unusual left engine noise. The crew performed a safe single engine landing (Technical).

Bell 212 - During the pre-takeoff checks the crew observed the main gear box chip detector warning light illuminated and decided to shut down the engines and cancel the mission (Technical).

Mi-8 T - During descent approximately 600' over a mountainous terrain, the crew heard some unusual noises but confirmed that all systems were working normally. The aircraft continue with the rest of the tasking order without incidents. At the end of the day, while conduct-

ing the post-flight, the ground crew detected a bullet hole underneath the helicopter (Hostile Act).

Mi-8 T - During engines start, the crew detected that engine # 2 oil pressure instrument was not working properly. The crew attributed the problem to a 115 VAC inverter failure (Technical).

Mi-8 T - On the ground, while conducting a night time CASEVAC and shortly after the patient was embarked, a crowd of Locals armed surrounded the helicopter and informed the crew that they were arrested for landing without permission. Crew was released 30-40 minutes after, when UN Military accompanied by the chief of the village resolved the issue (Hostile Action).

Mi-8 AMT - During the pre-flight inspection, the ground crew identified a faulty bleed air valve which was part of the engines ignition system (Technical).

Mi-8 AMT - In flight, the HF radio failed to operate normally and communication with Flight Following was interrupted (Technical).

Mi-8 AMT - While taxiing to the parking area, the crew noticed the Air Pressure System warning

Information published in this report is based on preliminary aircraft occurrence reports submitted and completed by missions by the end of the month and is subject to change. For more information on selected occurrence refer to the Aviation Inspection and Recommendation Module or contact the Aviation Safety Section.

DFS AVIATION OCCURRENCES BRIEF FEBRUARY 2012

light indicating an air pressure leak. Ground crew confirmed that air pressure leak was caused by a failure of the aircraft air compressor (Technical).

Mi-8 MTV - During the pre-flight inspection, the ground crew detected an oil leak in the left engine chip detector. The leak was caused by a rip of the chip detector spacer (Technical)



**FULL...
BUT IS IT THE
RIGHT STUFF?**

**Always conduct fuel tests
before refueling!**

Fixed Wing

SA-226/227 - On start-up, the crew noticed a discrepancy in the right engine hydraulic system. Maintenance actions were performed and while taxiing for departure, the crew detected the same failure affecting the aircraft braking system on the right undercarriage. The flight was cancelled (Technical).

Beechcraft 200 - While approaching to land, the crew noticed that aircraft's right engine in-

struments showed no indication while the engine was performing satisfactory. Soon after, the landing gear failed to extend when selected. The landing gear was extended by the crew manually, and aircraft landed safely. A maintenance inspection detected a right engine electrical system failure (Technical).

Antonov 24 - During engines start-up, the left engine failed to start due to a starter-generator failure (Technical).

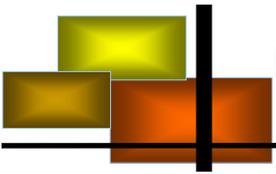
CRJ-200 - During engines start, the crew was unable to start the engines. The flight was cancelled (Technical).

CRJ-200 - After the take off, the crew noticed the landing gear "Nose Door Open" and "Gear Disagree" warning lights. The crew selected the gear down and the safe light illuminated. The aircraft returned for landing without further incidents. Maintenance inspection revealed a discrepancy in the nose landing gear oleo (Technical).

CRJ-200 - While en-route, the crew received a traffic advisory (TA) message and aural alert of traffic came from the TCAS reporting an opposite traffic and climbing in the same route. The crew decided to turn to avoid the traffic and after clearing the traffic the crew resumed the original course and landed safely (Air Miss).

CRJ-200 - After receiving clearance for approach, the crew had to stop the descent to avoid traffic conflict at 3,500' as another aircraft was showing on TCAS within ½ SM at 2,500' AGL. The other aircraft appeared to be heading outbound from the airport along the approach path (Air Miss).

DHC-7 - While taxiing for take off, the # 3 engine hydraulic pump caution light illuminated intermittently. The crew decided to return to the parking area for further testing. The pump was found serviceable and the flight was continued uneventfully (Technical).



DFS AVIATION OCCURRENCES BRIEF FEBRUARY 2012

DHC- 7 - Upon post-flight inspection, ground crew noticed a flight control malfunction associated with the auto-pilot. The malfunction was related to an aileron failure (Technical).

DHC-7 - While taxiing for take off, the number two propeller gauge became unserviceable. The aircraft returned to the ramp where the gauge was replaced. The flight continued uneventfully (Technical).

DHC-7 - Prior push-back for engines start, the crew noticed that the gyroscope # 2 became unserviceable. After maintenance assistance, the flight continued uneventfully (Technical).

DHC-7 - At cruise altitude, the HF radio failed and the crew was unable to communicate with Flight Following. The crew contacted the ATC and received weather information. UN Air Ops contacted the crew through VHF and informed that weather conditions at destination were not suitable, nevertheless, the crew decided to continue based with the weather information received from ATC and the weather conditions observed during the approach. Aircraft landed safely (Operations).

DHC-8 - During take off run, the crew encountered an unusual amount of tension on the control column prior to rotation speed. The crew

immediately aborted the take off and returned to the parking area. The aircraft will be inspected to determine the cause of the malfunction and to perform necessary rectification (Technical).

L-382 / C-130 - While en-route, the aircraft encountered adverse weather and experienced a lightning strike. As consequence, the Tactical Air Navigation (TACAN) # 1 failed (Other).

L-382 / C-130 - During pre-flight checks, the crew detected the pneumatic wing isolation valve inoperative. Therefore, engines could not be started (Technical).

L-382 / C-130 - During take-off roll, the aircrew noticed too many birds on the runway path and elected to abort the take-off (Other).

L-382 / C-130 - The crew detected a bleed air leak in the on-board oxygen generating system. The crew followed the corresponding emergency checklist and the air pressure was re-established at FL 10,0'. Aircraft landed uneventful (Technical).

Boeing 737 - While climbing to cruise altitude, ATC requested to expedite our climb and report leaving FL 290'. When leaving FL 290' and reporting to ATC, an opposite traffic symbol appeared on TCAS, simultaneously the TCAS alerted the "TA" (Air Miss).

