

AVIATION SAFETY SECTION  
DFS, UNHQ  
5 NOVEMBER 2012

## DFS AVIATION OCCURRENCES BRIEF OCTOBER 2012

**INFORMATION BASED ON 32 OCCURRENCE REPORTS  
SUBMITTED DURING OCTOBER 2012**

### Rotary Wing

**Bell 212** - After landing, the flight engineer performed a visual inspection and detected an oil leak in the transmission area. The engines were shut down. Flight engineer identified the leak from the “combining gear box” pressure sensor. The air task was cancelled (*System/component failure or malfunction*).

**Bell 212** - During a ferry flight, the helicopter experienced a Combining Gear Box oil pressure warning light illumination; the crew decided to perform an emergency landing in a suitable area and landed safely (*System/component failure or malfunction*).

**Bell 212** - During take-off, the crew detected an abnormal movement of the helicopter and decided to abort the take-off. After the technicians inspected the aircraft, they found a broken wire in the Automatic Flight Control System (AFCS). The flight was cancelled (*System/component failure or malfunction*).

**Bell 212** - In hover flight before take off, the crew noticed an uncommanded move to the left. The crew decided to land and checked the control systems but did not notice any malfunctions. The flight was cancelled. Ground technicians identified a malfunction of the

AFCS as the source of the problem (*System/component failure or malfunction*).

**Bell 212** - During a ferry flight at cruise altitude, the crew noticed a slight movement in the “Roll Mode”. The crew decided to disengage the Roll Channel of the AFCS and continued safely to the destination (*System/component failure or malfunction*).

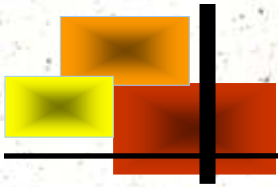
**SA-330** - During engines start, the crew noticed an abnormal oil pressure indication in the engine # 2. The start was discontinued (*Powerplant failure or malfunction*).

**SA-330** - During engines start, the engine # 2 temperature indication did not show any indication. The flight was cancelled (*Powerplant failure or malfunction*).

**Mi-8 AMT**—On engines start, the Auxiliary Power Unit (APU) temperature exceeded the normal range. The flight was cancelled (*System/component failure or malfunction*).

**Mi-8 AMT** - En-route, the crew heard a sharp sound of blows on the aircraft cockpit area accompanied by a smoke and a smell of the gunpowder inside the crew cabin. After inspecting the crew

**Please note the new occurrence category based on ECCAIRS classification. The information published in this report is based on 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.**



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and passengers cabins the crew found holes on the floor from the co-pilot side and one hole on the lower part of the right cockpit window. The crew decided to divert their flight to Home airport for further inspection. The aircraft landed safely (*Security related*).

**Mi-8 AMT** - During start-up, the APU failed to start. The flight was cancelled (*System/component failure or malfunction*).

**Mi-8 AMT** - While engines start, the APU failed to operate. Ground technicians identified the malfunction as a lack of power supply to the igniter plugs (*System/component failure or malfunction*).

**Mi-8 MTV** - While attempting the engines start procedures, the engines failed to start due to an APU failure (*System/component failure or malfunction*).

**Mi-8 MTV** - At cruise flight, the crew detected a warning light (electronic regulator) indicating an abnormal right engine operation and simultaneously noticed a RPM decrease on the same engine. The crew decided to return to the departing airport and landed safely (*Powerplant failure or malfunction*).

**Mi-8 MTV** - After the engines start up, the ground personnel observed flames coming out from the APU and signaled the crew to shut down the engines. The flames disappeared after 30 seconds without any actions needed from the crew. Nevertheless, the passengers were evacuated and the flight was cancelled (*Fire/smoke-non-impact*).

**Mi-171** - Flying en-route at 10,500' MSL, the crew observed the left engine oil pressure and temperature indications outside the normal operational range followed by a metal grinding noise from the left side. The crew followed immediately the abnormal procedures check list

and shut down the left engine. After assessing the situation, the crew decided to perform an emergency landing with One Engine Operative at the nearest suitable area. While performing the landing, the crew lost control and the aircraft banked to the left. The main rotor blades struck the ground and the aircraft rolled over (*Powerplant failure or malfunction*).

### Fixed Wing

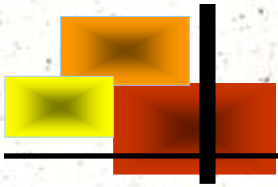
**Let-410** - Shortly after takeoff, the crew detected a warning light indicating "stall speed warning". The crew checked the speed parameters and established that they were normal. The crew elected to turn around and landed safely. After a full cleaning of the entire pitot-static system, the system was found acceptable (*System/component failure or malfunction*).

**Let 410** - As the aircraft started taxiing to the runway for departure, the crew detected a malfunction in the nose wheel steering control system. The crew decided to return to its parking area and requested maintenance assistance. The flight was cancelled (*System/component failure or malfunction*).

**Beechcraft 200** - While conducting the systems check after the engines start, the crew detected the RH attitude indicator unserviceable as well as the weather radar. Considering the MEL requirements and weather conditions, the crew decided to cancel the flight (*System/component failure or malfunction*).

**DHC-8** - After landing, during ground checks it was found that the APU was unserviceable due to an electrical failure (*System/component failure or malfunction*).

**DHC-8** - During the preflight checks, the left hand Auto Flight Controller system (AFCS) advisory display was found inoperative (*System/component failure or malfunction*).



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**DHC-8** - On approach, the left engine failed to reach the desired RPM when selected. The aircraft landed safely (*Powerplant failure or malfunction*).

**DHC-8** - While en-route, the right hand shoulder harness (co-pilot) locked in the “Out” position. The crew managed to retract it manually before the arrival (*Cabin Safety Event*).

**DHC-8** - Enroute, the aircraft experienced a loss of the navigation equipment. The aircraft landed safely but required maintenance on arrival that forced the remaining of the flight to be cancelled (*System/component failure or malfunction*).

**DHC-7** - During engines start, the # 2 engine failed to start due to a misadjustment in the propeller governor. The flight was delay for 20 minutes (*System/component failure or malfunction*).

**DHC-7** - On the takeoff roll, the crew received a “Fire Detect” master caution light. The crew aborted the take-off and advised the ATC. The crew identified that one of the two detection systems on the engine # 4 was malfunctioning. After rectifying the issue and in accordance with the aircraft Minimum Equipment List (MEL) the crew decided to continue flight (*System/component failure or malfunction*).

**DHC-7** - While taxiing to its parking area, the crew felt a large shimmy and detected that both right hand main wheels were flat. The tires were re-inflated for the aircraft towing and parking (*Other*).

**DHC-7** - After fuelling the aircraft, the ground crew detected a minor fuel leak. The technicians confirmed a malfunction in a fuel check valve as the source of the malfunction (*System/component failure or malfunction*).

**DHC-7** - While loading the aircraft, MOVCON brought 25 batteries (550 kg). The Dangerous Goods declaration form showed the batteries having a UN 2800 identification. However the battery boxes showed a different UN identification number (UN 2794) that can not be transported by air in this quantity. The crew refused the cargo along with two boxes containing lithium ion batteries that were wrongly manifested (*Other*).

**CRJ-200** - Starting the approach for landing, a passenger experiencing abdominal discomfort but did not require immediate medical attention. Two minutes before landing the discomfort increased and the flight attendant administered oxygen. The crew declared a medical emergency with ATC and requested an ambulance be called and to meet the aircraft on the ground. Approximately 20 minutes after landing, the ambulance arrived at the aircraft and provided the passenger with the necessary medical treatment. (*Cabin Safety Event*).

**CRJ-200** - On engines start, the left engine failed to start due to a number “10 stage” bleed valve malfunction. The flight was cancelled (*powerplant failure or malfunction*).

**CRJ-200** - While taxiing to the runway, the crew noticed the “Engine # 1 oil pressure sensor failed” warning light illuminated. The aircraft returned to its parking area and the flight was cancelled. The technicians attributed the failure to a faulty oil transducer (*powerplant failure or malfunction*).

**Boeing 737** - While conducting the post-flight, after taxiing and parking the aircraft exactly as the marshaling vehicle indicated, the crew found that left winglet was slightly damaged. The crew suspected that the damage might have occurred due to a ground collision with another parked aircraft. The crew walked along the taxiing route and found that the tip of the right stabilizer of another parked B-737 was damaged (*Ground Collision*).

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