

**Aviation Safety Investigation Report  
198602341**

**Aerospatiale AS 355F-1**

**28 July 1986**

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

**Occurrence Number:** 198602341  
**Location:** Bankstown NSW  
**Date:** 28 July 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 750

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Aerospatiale AS 355F-1  
**Registration:** VH-NWA  
**Serial Number:**  
**Operation Type:** Miscellaneous (Ferry)  
**Damage Level:** Substantial  
**Departure Point:** North Ryde NSW  
**Departure Time:** 0750  
**Destination:** Bankstown NSW

**Approved for Release:** September 1st 1986

**Circumstances:**

During the downwind leg of the circuit, the pilot heard a sharp cracking noise, which was accompanied by a vibration in the airframe. He also noted that the transmission oil pressure warning light had illuminated. A precautionary landing was carried out, and an initial inspection revealed that a transmission cowling had become detached in flight. The cowling had struck the main rotor disc, and a piece of debris had then hit a tail rotor blade. The design of the latches of the cowling is such that they can appear to be locked when they are actually in an unsecured position. It was possible that the pilot had not fully secured the cowling during his pre-flight inspection. However, the locks were not recovered and the precise reason for the cowling opening in flight could not be established. A detailed examination failed to reveal any reason for the illumination of the oil pressure warning light. It was likely that the warning was spurious, probably being generated by moisture around the pressure sensing switch wiring.