

**Aviation Safety Investigation Report  
199001167**

**Aerospatiale AS350B**

**4 December 1990**

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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).**



2. Engine maintenance manual inspection requirements do not necessarily require overhaul or crack testing of a reduction gearbox after main rotor strikes/sudden stoppages.
3. Fatigue cracking commenced at an overstress crack on the intermediate gear within the reduction gearbox.

**Reccomendations:**

It is recommended that the CAA liaise with the engine manufacturer to consider the desirability of incorporating more stringent inspection requirements in the engine maintenance manual to detect cracks in components after rotor blade strikes/sudden stoppages. **RESPONSE TO S** The CAA has been in contact with the engine manufacturer (Turbomeca) and the relevant certification authority (DGAC) with respect to reduction gearbox failures. Turbomeca intends to be more precise in the wording of the Engine Maintenance Manual concerning inspections to be carried out after rotor blade strikes/sudden stoppages.