

**Aviation Safety Investigation Report  
198802602**

**Fokker F27 Mk050**

**6 July 1988**

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the area of intake icing. Had they done so, the formation of ice on the unheated flexible seal between the intake duct and the engine flange would have been discovered prior to certification.

**Significant Factors:**

The following factors were considered relevant to the development of the incident

1. Ice formation on the unheated flexible seal between the intake duct and engine flange after reaching a critical size breaks off and is ingested by the engine resulting in power fluctuations.

**Reccomendations:**

(Incidents have occurred despite water/ice ingestion tests being carried out by the manufacturer which appeared to meet certification requirements.) It is recommended that the Civil Aviation Authority use the information gained from this incident and testing, to review the methods adopted to satisfy certification requirements. -