

**Aviation Safety Investigation Report
199101923**

Boeing B747-238

3 August 1991

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manufacturer also renewed its recommendations contained in the service bulletin which advocated the fitting of secondary attachment hardware to the LFCEN. The airline has taken action to ensure a fleet-wide inspection of all LFCEN attachment fittings at the next 'A' aircraft check and fitment of secondary attachment hardware in accordance with the engine manufacturer's service bulletin.

Significant Factors:

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

1. Fatigue cracking of the LFCEN attachment fitting, no. 3 engine.
2. Material failure of the LFCEN attachment fitting, no. 3 engine.