

**Aviation Safety Investigation Report
199700274**

**Robinson Helicopter Co
R44**

29 January 1997

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199700274 **Occurrence Type:** Incident
Location: Southport, Aerodrome
State: QLD **Inv Category:** 4
Date: Wednesday 29 January 1997
Time: 1700 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Robinson Helicopter Co
Aircraft Model: R44
Aircraft Registration: VH-JFK **Serial Number:** 0206
Type of Operation: Instructional Dual
Damage to Aircraft: Minor
Departure Point: Southport ALA QLD
Departure Time: 1615 EST
Destination: Southport ALA QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	50.0	11000
Student Pilot	Private	7.2	670

Approved for Release: Thursday, April 3, 1997

Sequence of Events

Following an extended period of hovering practice and a circuit, the student remarked that the lateral trim was heavy. The instructor flew another circuit. He noticed that increasing left cyclic control pressure was required to prevent the helicopter from rolling right. At about 150 ft AGL a loud metallic "springing" noise was heard and a reaction felt through the controls and airframe. The cyclic pressures returned to normal. The helicopter was landed safely and closed down.

An after flight inspection found that the lateral trim springs had parted and right cyclic control was restricted to about 50% of the normal control authority.

Safety Action

Following this incident, the Civil Aviation Safety Authority was notified and made two submissions for the manufacturer to take urgent action. The manufacturer had been aware of a potential problem involving undue wear on a shaft in the trim assembly which could cause binding. A service letter, SL-13, which called for an inspection at each 100-hour inspection and annually was issued prior to this incident . Service Bulletin, SB-19, which called for a mandatory inspection of the trim shaft to determine the minimum diameter of the shaft was issued on 16 April 1997. Time of compliance was within the next 50 flight hours or by 31 May 1997, whichever came first.

