



Civil Aviation Safety Authority of Papua New Guinea

(This Airworthiness Directive (AD) is issued pursuant to Section 17 of the Civil Aviation Act 2000(as amended) Civil Aviation Rule Part 39. The continuing Airworthiness of a PNG registered aircraft is contingent upon compliance with all applicable ADs.)

PNG AD-2018-01: Inspection of Hydraulic Actuators

Original Issue: 01/03/2018

Applicability:

All Papua New Guinea registered MIL 8 AMT and MIL 8 MTV-1 Helicopters.

Requirement:

Carryout visual inspection for all Hydraulic Actuators KAU-30B and RA-60B installed on Helicopters for intactness of locking of nuts and bolts of Hydraulic Actuators, their devices and sub-assemblies, including attachment of input and output pieces.

Note 1: The Hydraulic Actuators KAU-30B and RA-60B are vendor's equipment and therefore their service by Operator is not permitted, including disassembly or retorque fixture of the Hydraulic Actuator devices or sub-assemblies.

Note 2: The Visual Inspection for installed Hydraulic Actuators can be performed on Helicopter without their removal.

Compliance:

- For operating aircraft within 50 flight hours of issue of this AD.
- For all other aircraft, before the issue of Certificate of Airworthiness.
- For spare Hydraulic Actuators, prior their installation on Helicopter.

Background:

Following a fatal accident in the Russian Federation, the Russian Regulator requested an inspection of all Hydraulic Actuators fitted on MIL 8 series Helicopter for intactness of locking of bolts and nuts of Hydraulic Actuators. This inspection requirement was issued on 16th February 2018 and was received as Telex.

Reason for Issue of Papua New Guinea MIL 8 Helicopter ADs:

Papua New Guinea normally relies on State of Design Airworthiness Directives. However, with the MIL 8 series Helicopters the Russian Regulator does not distribute ADs to the aviation industry but distribute them internally to their regional offices. The regional offices then notify operators that are their direct responsibility. CASA PNG is now on this list of distribution of MIL 8 ADs. The ADs being received in Russian and do not follow the layout normally adopted by Western Regulators.

Appendix:

Copy of Russian document: TELEX Ref. № 191430.

This AD is effective from 01st March 2018.


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Tom Waqa (Capt.)
Acting Director of Civil Aviation

Translation:

TELEX Ref. № 191430

FLIGHT SAFETY INFORMATION № 2

I would like to inform you about circumstances of the aviation accident and urgent recommendations issued by the investigation commission.

At the day time of 12/02/2018 the Helicopter Mi-8T Reg.№ RA-22330, operated by "Aviation enterprise El'tsovka" crashed, performing medical assistance flight on the route: L.P. 9th km – Prohorkino -Alexandrovscoe – Prohorkino – L.P. 9th km.

In accordance with preliminary information 12/02/2018 the Crew performed take-off for medical assistance flight from village Prohorkino. There were 3 crew members and 3 passengers on-board. The crew ceased to communicate at the stipulated time. At 10:40 UTC the ELT signal received by COSPAS-SARSAT service.

As a result of the search and rescue operations, the helicopter was found on the ground completely destroyed and partially burned. As a result of the Aviation Accident, two crew members were died (Co-pilot and Flight Engineer).

The Captain and 3 passengers got various serious injuries and were medevacked to the hospital at Strezhevoy.

The Captain (PIC): Male, born in 1960, holds Lineal commercial pilot licence, performed 11397 total flight hours, including 6486 hours on the current type, including 837 hours as a Captain (PIC). He was endorsed for the follows minima: 150 x 2000 x 25 m. The place of the accident can be described as a swampy-flat area, covered by 50 cm of snow layer, with some trees around with 15-20m high.

The weather at the time of accident was as follows: the wind at the ground level is 50°, 5 m/sec. at high of 100-600m 20 km/h, visibility 4000m light snow, light fog, distributed clouds (low 200m, high 600m), distributed cumulus clouds (low 700m, high 1300m).

From the Captain's report it happened during the stage of horizontal and straight-heading flight. Suddenly it was strong self-relevant rift to the right bank for 15°. When he tried to correct this bank he felt increased force in the cyclic control stick. Due to unusual behaviour of the helicopter control the Captain (PIC) made decision for performance of the emergency landing. He pulled the cyclic control stick backwards to reduce air speed and this caused R/H turn of the helicopter for 180°. The investigation is carrying out by commission of MAK (IAC) and West-Siberian Regional Department of "Rosavia" (FAVT) representatives.

The Investigation Commission has issued follows urgent recommendations: The AP "Floating bolt" of the lateral hydraulic actuator KAU-30B is missing and it is a part of the hydraulic actuator assembly and should not be serviced by the operator. Therefore: perform OTO (one time only) visual inspection of all hydraulic actuators KAU-30B and RA-60B, their input and output units, for proper assembly, fixing and locking.

To improve safety of the flight operation I suggesting to all Regional department managers of "Rosavia":

1. Distribute current information to the of Civil Aviation organisations, who operating Mi-8 helicopters (applicable for all modifications);
2. Recommend to the managers of the Civil Aviation organisations perform OTO visual inspection IAW recommendations of Investigating Commission.

Flight Safety Dep. Manager:	signed	Masterov S.S.
Agreed: Airworthiness Dep. Manager	signed	Kudinov V.V.

ИНФОРМИРУЮ ОБ ОБСТОЯТЕЛЬСТВАХ АВИАЦИОННОГО ПРОИСШЕСТВИЯ И ОБ ОПЕРАТИВНЫХ РЕКОМЕНДАЦИЯХ КОМИССИИ ПО РАССЛЕДОВАНИЮ. 12.02.2018 ДНЕМ ПРИ ВЫПОЛНЕНИИ САНИТАРНОГО РЕЙСА ПО МАРШРУТУ П. П. 9 КМ - Н. П. ПРОХОРКИНО - П. П. АЛЕКСАНДРОВСКОЕ - П. П. 9 КМ ПРОИЗОШЛА КАТАСТРОФА ВЕРТОЛЕТА МИ-8Т RA-22330 ЗАО «АВИАПРЕДПРИЯТИЕ «ЕЛЬЦОВКА». ПО ПРЕДВАРИТЕЛЬНОЙ ИНФОРМАЦИИ, 12.02.2018 ЭКИПАЖ ВЫПОЛНИЛ ВЗЛЕТ ПО САНЗАДАНИЮ ИЗ Н. П. ПРОХОРКИНО. НА БОРТУ НАХОДИЛИСЬ ТРИ ЧЛЕНА ЭКИПАЖА И ТРИ ПАССАЖИРА. ПРИ ВЫПОЛНЕНИИ ПОЛЕТА ПО МАРШРУТУ ЭКИПАЖ НЕ ВЫШЕЛ НА СВЯЗЬ В РАСЧЕТНОЕ ВРЕМЯ. В 10.40 UTC ЗАФИКСИРОВАНО СРАБАТЫВАНИЕ АВАРИЙНОГО РАДИОМАЯКА ВЕРТОЛЕТА ПО СИСТЕМЕ КОСПАС - САРСАТ. В РЕЗУЛЬТАТЕ ПОИСКОВО-СПАСАТЕЛЬНЫХ РАБОТ ВЕРТОЛЕТ ОБНАРУЖЕН НА ЗЕМЛЕ ПОЛНОСТЬЮ РАЗРУШЕННЫМ И ЧАСТИЧНО СГОРЕВШИМ. В РЕЗУЛЬТАТЕ АВИАЦИОННОГО ПРОИСШЕСТВИЯ ДВА ЧЛЕНА ЭКИПАЖА ПОГИБЛИ (2-ОЙ ПИЛОТ И БОРТМЕХАНИК).

КВС И ТРИ ПАССАЖИРА С ТРАВМАМИ РАЗЛИЧНОЙ СТЕПЕНИ ТЯЖЕСТИ ЭВАКУИРОВАНЫ В Г. СТРЕЖЕВОЙ. КОМАНДИР ВС: ПОЛ МУЖСКОЙ, 1960 ГОДА РОЖДЕНИЯ, ЛИНЕЙНЫЙ ПИЛОТ, ОБЩИЙ НАЛЕТ 11397 ЧАСОВ, НАЛЕТ НА ДАННОМ ТИПЕ 6486 ЧАСОВ, ИЗ НИХ В КАЧЕСТВЕ КВС 837 ЧАСОВ, МЕТЕОМИНИМУМ 150X2000X25. ФИЗИЧЕСКАЯ ХАРАКТЕРИСТИКА РАЙОНА МЕСТА СОБЫТИЯ: РАВНИННАЯ, ЗАБОЛОЧЕННАЯ МЕСТНОСТЬ СО СНЕЖНЫМ ПОКРОВОМ ДО 50 СМ. РЕДКОЛЕСЬЕ С ВЫСОТОЙ ДЕРЕВЬЕВ ДО 15-20 М. ПРОГНОЗ ПОГОДЫ НА ПЕРИОД АВИАЦИОННОГО ПРОИСШЕСТВИЯ: ВЕТЕР У ЗЕМЛИ 50°, 5 М/С, НА ВЫСОТЕ 100-600 М НСТ 20 КМ/Ч, ВИДИМОСТЬ 4000 М, СЛАБЫЙ СНЕГ, ДЫМКА, ОБЛАЧНОСТЬ РАЗБРОСАННАЯ, СЛОИСТАЯ (НГ 200 М, ВГ 600 М), РАЗБРОСАННАЯ СЛОИСТО-КУЧЕВАЯ (НГ 700 М, ВГ 1300 М).

ИЗ ОБЪЯСНЕНИЙ КВС, ПРИ ВЫПОЛНЕНИИ ПРЯМОЛИНЕЙНОГО ГОРИЗОНТАЛЬНОГО ПОЛЕТА ПРОИЗОШЕЛ САМОПРОИЗВОЛЬНЫЙ РЫВОК ПО КРЕНУ ВПРАВО ДО 15°. ПРИ ИСПРАВЛЕНИИ КРЕНА КВС ПОЧУВСТВОВАЛ УТЯЖЕЛЕНИЕ УСИЛИЙ НА РУЧКЕ ЦИКЛИЧЕСКОГО ШАГА. ОПРЕДЕЛИВ НЕХАРАКТЕРНОЕ УПРАВЛЕНИЕ ВЕРТОЛЕТОМ, КВС ПРИНЯЛ РЕШЕНИЕ О ВЫНУЖДЕННОЙ ПОСАДКЕ. В ПРОЦЕССЕ ГАШЕНИЯ СКОРОСТИ И ВЗЯТИИ РУЧКИ ЦИКЛИЧЕСКОГО ШАГА НА СЕБЯ ПРОИЗОШЛА РАЗБАЛАНСИРОВКА ВЕРТОЛЕТА С ПОСЛЕДУЮЩИМ РАЗВОРОТОМ ВПРАВО НА 180° И СТОЛКНОВЕНИЕМ С ЗЕМНОЙ ПОВЕРХНОСТЬЮ. ВЕДЕТСЯ РАССЛЕДОВАНИЕ КОМИССИЕЙ МАК С УЧАСТИЕМ ПРЕДСТАВИТЕЛЕЙ ЗАПАДНО-СИБИРСКОГО МТУ РОСАВИАЦИИ.

КОМИССИЯ ПО РАССЛЕДОВАНИЮ ПРЕДЛАГАЕТ К РЕАЛИЗАЦИИ СЛЕДУЮЩИЕ ОПЕРАТИВНЫЕ РЕКОМЕНДАЦИИ: В СВЯЗИ С ОТСУТСТВИЕМ НА МЕСТЕ АП «ПЛАВАЮЩЕГО» БОЛТА КАУ-ЗОБ ПОПЕРЕЧНОГО УПРАВЛЕНИЯ, КОТОРЫЙ ЯВЛЯЕТСЯ ПРИНАДЛЕЖНОСТЬЮ КАУ-ЗОБ И В ЭКСПЛУАТАЦИИ НЕ ОБСЛУЖИВАЕТСЯ, ПРОВЕСТИ ЦЕЛЕВЫЕ ОСМОТРЫ ВХОДНЫХ УЗЛОВ КАУ-ЗОБ И РА-60Б НА ПРЕДМЕТ ЦЕЛОСТНОСТИ СОЕДИНИТЕЛЬНЫХ ЭЛЕМЕНТОВ И ИХ КОНТРОВКИ. С ЦЕЛЬЮ ОБЕСПЕЧЕНИЯ БЕЗОПАСНОСТИ ПОЛЕТОВ ПРЕДЛАГАЮ РУКОВОДИТЕЛЯМ ТЕРРИТОРИАЛЬНЫХ ОРГАНОВ РОСАВИАЦИИ: 1. НАСТОЯЩУЮ ИНФОРМАЦИЮ ДОВЕСТИ ДО РУКОВОДИТЕЛЕЙ ПОДКОНТРОЛЬНЫХ ОРГАНИЗАЦИЙ ГРАЖДАНСКОЙ АВИАЦИИ, ЭКСПЛУАТИРУЮЩИХ ВЕРТОЛЕТЫ МИ-8 ВСЕХ МОДИФИКАЦИЙ. 2. РЕКОМЕНДОВАТЬ РУКОВОДИТЕЛЯМ ОРГАНИЗАЦИЙ ГРАЖДАНСКОЙ АВИАЦИИ ПРИНЯТЬ К РЕАЛИЗАЦИИ ОПЕРАТИВНЫЕ РЕКОМЕНДАЦИИ КОМИССИИ ПО РАССЛЕДОВАНИЮ. КОНЕЦ ТЕЛЕГРАММЫ. МАСТЕРОВ.

Согласовано:

Начальник управления поддержания летной годности воздушных судов В.В. Кудинов