

BULLETIN CORRIGENDUM

AAIB File: EW/C99/07/04

Aircraft Type and Registration: Saab SF340A, G-GNTE

Date & Time (UTC): 15 July 1999 at 0626 hrs

Location: Aberdeen Airport

Information Source: AAIB Field Investigation

Please apply the following corrections (underlined) to the Bulletin on the above incident, which was published in AAIB Bulletin 10/2000:

At the top of page 1, the Aircraft Type should read 'Saab SF340A'.

At the top of page 3, the last four sentences of the first paragraph should read as follows:

'Parallel axial grooves, up to 0.05 millimetres in depth, were found all around the bores of all of the air holes, and these extended over the full length of the bores. Many very small cracks were observed at the base of these axial grooves. A remnant 'recast layer' was present in the area of the two adjacent inboard fatigue origins. Metallurgical examination of the material of the S2 ACP showed that it had a satisfactory microstructure and hardness.'

With regard to the last paragraph on page 3, the third sentence should read:

'Efforts to model the observed grooved air hole conditions to evaluate the associated effects on the life of the S2 ACP were unsuccessful.'

Finally, on page 4 the last sentence should read:

'However, as a result of this incident and the associated findings the manufacturer has required replacement, at the next workshop visit, of all in-service S2 ACPs above 4,000 cycles which had their air holes machined by the EDM process.'