

BULLETIN CORRECTION

AAIB File:	EW/C2006/02/05
Aircraft Type and Registration:	Socata TB10, G-BNRA
Date & Time (UTC):	16 February 2006 at 1120 hrs
Location:	Nottingham Airport (Tollerton) Nottinghamshire
Information Source:	Aircraft Accident Report Form submitted by the pilot; examination of the failed components by the AAIB

AAIB Bulletin No 12/2006, page 40 refers

The final paragraph of the report included the statement:

‘The fatigue cracking appears to have been partly a consequence of non-optimum temperature conditions in the hub material during the forging process’.

This comment is in error.

A similar comment had been deleted from the body of the report as, although it had been considered during the investigation, it had not been found to be supported by evidence.

The final paragraph should therefore read:

Conclusions

The engine partly separated from the airframe as a result of propeller imbalance following the release of one blade due to fatigue failure in its hub. Recommendations within an existing Service Bulletin addressed the problem although the absence, at the time, of an Airworthiness Directive rendering such checks mandatory contributed to its non-implementation on this aircraft before the accident. The UK CAA, the EASA and the FAA have all responded positively to contain the hazard by introducing inspections and/or replacement of the hub parts.