

## Enstrom F-28C-2-UK, G-BHAX

**AAIB Bulletin No:** 11/98      **Ref:** EW/G98/07/41      **Category:** 2.3

**Aircraft Type and Registration:** Enstrom F-28C-2-UK, G-BHAX

**No & Type of Engines:** 1 Lycoming HIO-360-E1AD piston engine

**Year of Manufacture:** 1979

**Date & Time (UTC):** 25 July 1998 at 1834 hrs

**Location:** 2 nm south-east of Pennyffordd, Flintshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 2

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Charred cable shroud

**Commander's Licence:** Private Pilot's Licence (Helicopters)

**Commander's Age:** 51 years

**Commander's Flying Experience:** 197 hours (all on type)  
Last 90 days - 10 hours  
Last 28 days - 4 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was on en-route from Hereford to a private landing site at Neston on the Wirral. Having obtained permission from Liverpool Approach to enter the Control Zone, the pilot became aware of a burning smell in the cockpit, together with some smoke. A 'Mayday' call was transmitted immediately and an emergency landing was made into a nearby field. The aircraft was shut down and evacuated. The police attended the scene, but their assistance was not required. A further RT call was subsequently made to Liverpool ATC to cancel the Mayday.

During the subsequent investigation, a small hole was found in the exhaust pipe assembly immediately upstream of the turbocharger unit. Closer inspection revealed that the hole was in the bead of a weld forming part of an earlier repair. This had caused a jet of exhaust gas to be directed onto a shroud-covered electrical wire that supplied the landing light, resulting in partial melting of

the shroud. Approximately three months had elapsed since the last inspection, an Annual Inspection, on the engine. No similar occurrences were found on the CAA database.