

## **BULLETIN ADDENDUM**

<b>AAIB File:</b>	EW/C98/3/1
<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-BUIW
<b>Date &amp; Time (UTC):</b>	9 March 1998 at 1136 hrs
<b>Location:</b>	Amport, Andover, Hants
<b>Information Source:</b>	AAIB Field Investigation

After the publication of the bulletin on this accident, an accident to another Robinson R22 helicopter, G-BOAM, revealed a defect in the sprag clutch assembly which had an intermittent effect on its operation. The clutch from G-BUIW was subjected to a metallurgical examination, which revealed an almost identical failure of a sprag ear. The failure had resulted from a high cycle fatigue mechanism caused by simple inward bending. There was good evidence to indicate that the ear, which was not recovered, had migrated into the bearing raceway and could possibly have locked, for a short period of time, the rotational movement of the bearing races relative to one another. The bulletin on G-BOAM will be published shortly.

In response to these, and other failures, the manufacturer has identified a defective batch of sprag clutches, fitted to both the R22 and the R44, and has published Service Bulletin 85 which addresses the problem on the R44 helicopter.