

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: October 2, 1980

Forwarded to:

Honorable Langhorne M. Bond  
Administrator  
Federal Aviation Administration  
Washington, D.C. 20591

SAFETY RECOMMENDATION(S)

A-80-106 and -107

On May 14, 1980, an Aerospatiale 341G Gazelle helicopter was approaching a confined-area landing site when the flight-control hydraulic pressure was lost. The pilot maintained control and continued his approach. As the aircraft was flared for landing, the pilot's right rudder pedal rotated from beneath his foot, causing the pilot to lose directional control of the aircraft. After several rapid rotations of the fuselage, the pilot instructed the passenger, seated in the copilot's seat, to depress the copilot's right rudder pedal. The pilot regained directional control and landed the aircraft uneventfully.

Detailed examination of the pilot's right rudder pedal revealed that the lower of two rivets (PN L2125-24-12 DCJ) which attaches the leaf spring/locking pin assembly to the pedal shaft had sheared. However, review of the pedal installation indicates that the rivet sheared as a result of the pedal's rotating. If the pedal is fully engaged in its floor fitting, the locking pin will prevent rotation and a flat machined on the base of the pedal shaft which mates with a flat on the floor fitting will prevent rotation should the locking pin fail.

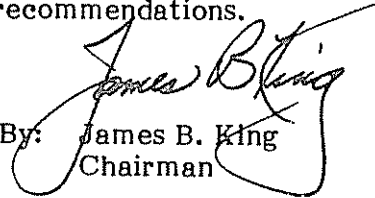
The Safety Board is concerned that other rudder pedal shafts may not have been properly installed and fully engaged and locked in their respective fittings which could result in loss of directional control.

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Issue a Telert Maintenance Bulletin to require a one-time inspection of the rudder pedal shafts on the Aerospatiale 341G helicopter for proper installation. (Class I, Urgent Action) (A-80-106)

Review and evaluate the rudder pedal installation to determine if a stronger pedal retention design is necessary. (Class II, Priority Action) (A-80-107)

KING, Chairman, DRIVER, Vice Chairman, McADAMS, GOLDMAN, and BURSLEY, Members, concurred in these recommendations.

By:   
James B. King  
Chairman