

ADDENDUM

Safety investigation report

I-2016-15-A

This document is a courtesy translation of the original french authoritative document

NOTICE

The sole purpose of this safety report is to prevent accidents and serious incidents without apportioning blame or responsibilities. The identification of causes does not imply the determination of administrative, civil or criminal liability. Consequently, any use of the full or partial report for purposes other than its aim of improving safety is contrary to the spirit of the laws and regulations and is the responsibility of its user.

ADDENDUM

On page 48 of the report, it's written :

« For the scenarios involving a malfunction in the SAS stall avoidance system or the flight controls, in the absence of the specific documentation of this 1985 modification protected by ITAR, the analysis of BEA-É is based on visual inspection of the sistership owned by CAE Aviation. A request to view the documentation relating to this modification is still being processed, and so the analysis of the BEA-É may be supplemented at a later date following a review of this documentation ».

BEA-É has been allowed to view the drawings of the modification (Drawings 27-13592 rev. B) in July, 2019 in Missouri (USA).

This modification has been designed by the aircraft manufacturer Fairchild Swearingen Corp. during the 80's and is different from the SA 226 modification, although SA226 and SA 227 are similar. The SA226 modification is known by the current SA226/227 Type Certificate Holder (TC Holder is M7 Aerospace) because the modification is partially included in the SA 226 maintenance manual. M7 Aerospace is not in charge of this SA227 modification, which is not included in SA 227 maintenance manual.

No periodic maintenance task has been identified for this modification.

Without planned maintenance tasks or systematic replacement of the components (pulleys, brackets, bolts, ...) of this modification, the reliability of the modified flight controls, including SAS (Stall Avoidance System) of the aircraft can be jeopardized.

Consequently, the document review validate the report and allows the extension of the R2 recommendation to the owners of SA 227 AT – Merlin IVC with flight controls modification for camera installation.

Consequently, BEA-É recommends :

to the owners of Merlin IV C with flight controls modification for installation of retractable cameras to establish and perform a specific maintenance for the components of this modification.

R6 – [I-2016-15-A]