

Follow-up Action on Occurrence Report

ACCIDENT TO ROBINSON R22 BETA, G-VFSI, AT HAMPTON MAGNA, WARWICKSHIRE ON 13 JULY 2002
(HELICOPTER SUFFERED IN-FLIGHT BREAK-UP AND CRASHED)

CAA FACTOR NUMBER : F2/2004
FACTOR PUBLICATION DATE : 12 January 2004
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2002/04810
AAIB REPORT : Bulletin 12/2003

SYNOPSIS

(From AAIB Report)

The aircraft was flying in a level attitude in the cruise at approximately 1,500 feet agl and at about 70 kt when it was seen to suffer an in-flight break-up. Evidence suggests that, as a result of mast bumping, the tail cone of the aircraft was struck by the main rotor blades. The Pilot's Operating Handbook states that mast bumping can be caused by abrupt control inputs and, in this case, it is possible that this occurred as the result of an unintentional abrupt input on either the cyclic control or yaw pedals, or both. One Safety Recommendation relating to Safety Notices included in the Pilot's operating handbook, has been made.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2003-100

It is recommended that the Robinson Helicopter Company publish a Safety Notice, for inclusion in the R22 Pilot's Operating Handbook, which stresses the importance of removing the dual controls when the left seat is occupied by a passenger who is not a rated helicopter pilot.

CAA Response

This Recommendation is not addressed to the CAA.

However the CAA will publish details of the accident and this Safety Recommendation for the benefit of the general aviation community. This will be achieved by way of an article in the General Aviation Safety Information Leaflet (GASIL) due to be published in March 2004.

CAA Status - Closed