

## Follow-up Action on Occurrence Report

**ACCIDENT TO HUGHES 369HS, G-CSPJ, NEAR SEVENOAKS ON 19 JULY 2003**  
**(HELICOPTER CRASHED AFTER TAKEOFF)**

**CAA FACTOR NUMBER** : F2/2005  
**FACTOR PUBLICATION DATE** : 14 February 2005  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2003/04709  
**AAIB REPORT** : Bulletin 1/2005

### SYNOPSIS

(From AAIB Report)

The helicopter was seen to depart normally in good weather conditions. Shortly after takeoff, as the pilot acknowledged a frequency change instruction, the helicopter was seen to enter a descending left turn from which it did not recover. Eye witnesses reported seeing the helicopter 'fishtailing' and emitting unusual noises, cyclical in nature, which they thought consistent with changes in engine power. The pilot made one more RTF transmission just before ground impact but this message did not declare the nature of any problem. The machine struck the ground in a 30° nose-down pitch attitude at about 80 kt forward speed, severely disrupting the structure and imparting fatal injuries to the family on board. There was no evidence of any pre-impact technical failure and the engine was running at impact. The reasons for the accident could not be determined. However, information recovered from a Cockpit Voice Recorder (CVR) or Flight Data Recorder (FDR) could have enabled the investigators to determine the likely cause but there was no requirement for either on this rented public-transport category helicopter and none was fitted. Two safety recommendations were made concerning the installation of new technology cockpit voice recorders to all public transport category aircraft.

### FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2004-84

The Department for Transport should urge the International Civil Aviation Organisation (ICAO) to promote the safety benefits of fitting, as a minimum, cockpit voice recording equipment to all aircraft operating with a Certificate of Airworthiness in the Commercial Air Transport category, regardless of weight or age.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2004-85**

The Department for Transport should urge the International Civil Aviation Organisation (ICAO) to promote research into the design and development of inexpensive, lightweight, airborne flight data and voice recording equipment.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**