

Follow-up Action on Occurrence Report

**ACCIDENT TO ENSTROM F-28A-UK, G-BAAU, AT COTON HILL, SHROPSHIRE ON 15 DECEMBER 2004
(FORCED LANDING AFTER ENGINE FAILURE IN THE CRUISE)**

CAA FACTOR NUMBER : F37/2005
FACTOR PUBLICATION DATE : 10 November 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/09045
AAIB REPORT : Bulletin 11/2005

From AAIB Report

The pilot was on the return leg of a solo flight from Manchester to Nottingham when the engine suddenly cut out. He entered autorotation but the aircraft sustained extensive damage in the ensuing forced landing. On inspection it was found that the aircraft had run out of fuel. Investigation revealed that there was no appropriate data on fuel consumption rates in the helicopters' Flight Manual although some information existed in the Lycoming engine manual. The pilot did not possess a copy of the engine manual and had incorrectly based his fuel planning on the consumption rate witnessed on the aircraft's fuel flow gauge during previous flights.

FOLLOW UP ACTION

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

Recommendation 2005/59

The Federal Aviation Administration of the USA should instruct the Enstrom Helicopter Corporation to include useful information on fuel consumption rates in all their Rotorcraft Flight Manuals.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed