

Follow-up Action on Occurrence Report

**ACCIDENT TO ROBINSON R22 BETA, G-CBPT, NEAR COWES, ISLE OF WIGHT ON 26 AUGUST 2005
(HELICOPTER DITCHED IN SEA)**

CAA FACTOR NUMBER : F20/2006
FACTOR PUBLICATION DATE : 10 May 2006
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2005/06965
AAIB REPORT : Bulletin 4/2006

SYNOPSIS

(From AAIB Report)

Whilst flying north of Cowes on a private sightseeing flight, the pilot heard a loud bang and found that the helicopter was no longer flying normally. He immediately entered an autorotation and was able to make a controlled touchdown beside the Price Consort Buoy, at the entrance to Cowes harbour. He and his passenger were rescued almost immediately. The helicopter sank quickly and was not recovered. The symptoms reported by the pilot were consistent with the failure of one of the two drive belts transmitting power from the engine to the main transmission. One safety recommendation has been made regarding advice to pilots in the event of ditching.

FOLLOW UP ACTION

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

Recommendation 2006-04

The Federal Aviation Administration should ensure that Robinson Helicopter Corporation includes, in each of the ditching procedures published in the Emergency Procedures section of the R22 Pilot's Operating Handbook, an instruction to unlatch the doors prior to touchdown.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed