

Follow-up Action on Occurrence Report

ACCIDENT TO EUROCOPTER AS350B3, G-BZVG, AT OXFORD KIDLINGTON AIRPORT
ON 18 OCTOBER 2004

(HELICOPTER CRASHED DURING LANDING AFTER HEAVY CONTROL FORCES EXPERIENCED IN MANUAL FLIGHT)

CAA FACTOR NUMBER : F22/2006
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SYNOPSIS

(From AAIB Report)

An instructor and student were carrying out a simulated hydraulic failure approach and landing. The student was about to carry out a run-on landing when she experienced difficulty overcoming the control feedback forces. The instructor took control and attempted to climb the helicopter but it rolled to the left and struck the ground. No evidence of pre-impact mechanical faults was found but the issue of heavy control forces in manual flight was well understood by the helicopter manufacturer. Appropriate procedures, advice and guidance had been issued, both within the helicopter's Flight Manual and through supplementary documents, but the pilots involved had neither followed the Flight Manual procedure accurately nor seen all the relevant supplementary guidance and information. One safety recommendation was made about the distribution of handling advice and information to pilots.

FOLLOW UP ACTION

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

Recommendation 2006-05

The European Aviation Safety Agency should encourage all aircraft manufacturers to make available, for an appropriate period, via an Internet website, interim technical instructions, handling advice and similar safety-related information, until the information has been incorporated into the appropriate manuals by formal amendment.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed