

Follow-up Action on Occurrence Report

ACCIDENT TO EUROCOPTER SA342J GAZELLE, F-GJSL, NEAR DYMOCK, GLOUCS ON 8 MAY 2005 (HELICOPTER CRASHED ON LANDING AT A PRIVATE LANDING SITE)

CAA FACTOR NUMBER : F29/2006
FACTOR PUBLICATION DATE : 11 September 2006
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2005/03287
AAIB REPORT : Bulletin 8/2006

SYNOPSIS

(From AAIB Report)

After making an approach to hover at a private landing site, the pilot initiated a spot turn to the left. After turning through 90q the rate of yaw increased and the pilot, believing he had lost control of the helicopter due to a strong gust of wind, increased collective pitch. The pilot then became disorientated and reduced collective pitch. The helicopter hit the roof of an adjacent building, the tail boom detached and the main body of the helicopter fell to the ground. Both occupants were seriously injured.

FOLLOW UP ACTION

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

Recommendation 2006-66

It is recommended that the European Aviation Safety Agency introduce requirements to ensure that upper torso restraints, in addition to lap straps, are installed on all front seats in helicopters for which they have airworthiness responsibility, where such a modification is available from the manufacturer.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed