

## Follow-up Action on Occurrence Report

*ACCIDENT TO SCHWEIZER 269C, G-OGOB, NEAR HONITON, DEVON ON 4 SEPTEMBER 2005  
(HELICOPTER MADE HEAVY FORCED LANDING AFTER A TECHNICAL FAULT)*

**CAA FACTOR NUMBER** : F35/2006  
**FACTOR PUBLICATION DATE** : 10 October 2006  
**OPERATOR** : AH Helicopter Services  
**CAA OCCURRENCE NUMBER** : 2005/07197  
**AAIB REPORT** : Bulletin 9/2006

### SYNOPSIS

(From AAIB Report)

The pilot and a passenger were returning to Dunkeswell after a short pleasure flight when, at approximately six nautical miles from the airfield and at a height of 650 ft, the pilot became aware that the helicopter would not climb in response to collective inputs. After clearing an approaching ridge line the pilot elected to carry out a precautionary landing in a large field ahead, with the intention of investigating the problem on the ground. During the deceleration and descent into the field, the rate of descent increased rapidly, causing the helicopter to land heavily and roll over. The passenger sustained injuries in the roll-over and was assisted from the wreckage by the pilot. One safety recommendation has been made as a result of this investigation.

### FOLLOW UP ACTION

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

#### Recommendation 2006-64

It is recommended that the Federal Aviation Administration require the Schweizer Aircraft Corporation to review modification SA269k- 101-1, relating to the fuel tank vent system on the Schweizer 269 helicopter, to further reduce the possibility of fuel escaping from the fuel tank vent system in the event of the helicopter rolling over.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**