

## Follow-up Action on Occurrence Report

ACCIDENT TO SCHWEIZER 269C-1, G-LINX, ON EAST BANK OF RIVER WYRE,  
NEAR STALMINE, LANCASHIRE ON 22 SEPTEMBER 2009.

### Follow-up Action on Occurrence Report

**CAA FACTOR NUMBER** : F1/2011  
**FACTOR PUBLICATION DATE** : 09 February 2011  
**NATURE OF FLIGHT** : Training  
**CAA OCCURRENCE NUMBER** : 2009/10282  
**AAIB REPORT** : 12/2010

#### **SYNOPSIS**

From AAIB Report

The helicopter, which was on a training flight, suffered an in-flight emergency and subsequently crashed, fatally injuring both occupants. Examination of the wreckage revealed that the main rotor was turning at low speed on impact, but the reason for this could not be established. The investigation concluded that the most likely cause of the accident was a loss of control during an attempted forced landing downwind. The helicopter was being flown at 400 ft immediately prior to the emergency, which would have reduced the probability of a successful outcome.

#### **FOLLOW UP ACTION**

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

#### **Recommendation 2010-089**

It is recommended that the Civil Aviation Authority highlight to owners and operators of Schweizer 269C-1 helicopters the importance of performing the idle speed and idle mixture checks in section 4.14 of the Pilot's Flight Manual.

#### **CAA Response**

The CAA accepts this Recommendation and will by means of an appropriately targeted Safety Notice and an associated GASIL article highlight to owners and operators of Schweizer 269C-1 helicopters the importance of performing the idle speed and idle mixture checks in section 4.14 of the Pilot's Flight Manual. The Safety Notice will be published before the end of February 2011 and the associated GASIL article will be published in the March 2011 edition.

**CAA Status - Open**