

Follow-up Action on Occurrence Report

**ACCIDENT TO WESTLAND WASP HAS1, G-KAXT, AT BISHOPSTONE, SALISBURY,
WILTSHIRE ON 23 SEPTEMBER 2016**

CAA FACTOR NUMBER : F2/2017
FACTOR PUBLICATION DATE : 25 August 2017
TYPE OF FLIGHT : Private
CAA OCCURRENCE NUMBER : 201624161
AAIB BULLETIN : 6/2017

SYNOPSIS

From the AAIB report

With the helicopter straight and level at approximately 1,150 ft, the pilot felt vibration through the collective lever. The vibration ceased after two or three seconds. Approaching higher ground, the pilot pulled up on the collective lever but the helicopter did not respond. He lowered the lever and again, there was no response. Faced with a loss of collective pitch control, the pilot made a precautionary landing, but was unable to control the flare. The tail rotor struck the ground but the helicopter remained upright. The pilot and his passenger were uninjured.

FOLLOW UP ACTION

Recommendation 2017-012

It is recommended that, for ex-military aircraft on the UK civil register, the Civil Aviation Authority requires maintenance and overhaul tasks to be reviewed in the light of the expected aircraft utilisation and calendar-based time limits introduced where appropriate. Where such calendar-based time limits already exist, these should be reviewed to ensure that they are appropriate for the aircraft utilisation.

CAA Response

The CAA accepts this Recommendation. CAP553; BCAR Section A, requires maintenance programmes to include specific tasks linked to the type and nature of operations and states that the maintenance programme should be reviewed and amended when necessary.

CAP733; Permit to Fly Aircraft, provides supporting guidance which states "The maintenance schedule for the aircraft will need to be reviewed and amended to take account of the utilisation and type of operation. The flying hour related tasks may need to be converted to appropriate calendar periods."

In order to reinforce the regulatory requirement(s), the guidance material currently published in CAP733 will be incorporated into CAP553 by February 2018.

Additionally, we will review organisational and operator competencies to assure ourselves existing programmes are reviewed and are appropriate for the aircraft utilisation. We will achieve this through our routine surveillance of approved organisations and operators and individual aircraft surveys, together with our planned airworthiness liaison forums.

CAA Status – Open