Safety Regulation Group
Safety Investigation and Data Department

Follow-up Action on Occurrence Report

ACCIDENT TO BELL 206B JET RANGER III, G-BAML, AT CRAG LOUGH, NORTHUMBERLAND ON 30 MAY 2003
(HELICOPTER CRASHED DURING PHOTOGRAPHY MANOUEVRE)

CAA FACTOR NUMBER	:	F9/2004
FACTOR PUBLICATION DATE	:	12 February 2004
OPERATOR	:	Heliscott Ltd
CAA OCCURRENCE NUMBER	:	2003/03275
AAIB REPORT	:	Bulletin 1/2004

SYNOPSIS

(From AAIB Report)

The helicopter was involved in relatively slow speed, low level aerial photography that involved it flying a straight track before turning right around a fixed structure of significant historical interest. The pilot carried out one practice run that was judged to be slightly too fast and too close to the structure. The second attempt proceeded without incident until, when half way around the turn, the helicopter began to yaw to the right. Application of corrective left pedal was ineffective and as the helicopter continued yawing right it descended. The rotation continued through several complete revolutions and it struck sloping ground at low forward speed rolling on to its right side. All three occupants were able to vacate the aircraft with only minor injuries. An engineering investigation failed to find any technical fault that could have accounted for the accident. There was evidence, however, that the helicopter may have been operating in a part of the flight envelope where the susceptibility to loss of tail rotor effectiveness was possible. Two safety recommendations, promoting the dissemination of literature relating to the loss of tail rotor effectiveness, have been made.

FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

Recommendation 2003-126

The CAA should publish, as widely as possible within the UK, information on the Loss of Tail Rotor Effectiveness (LTE).

CAA Response

The CAA accepts this Recommendation.

The CAA has taken action to publish this information. This publicity has included inclusion of LTE at the helicopter flight instructor examiners (FIE(H)) seminar held in October 2003, the issuance of a training communication to all helicopter flight instructors (FI(H)), and information on the provision of the appropriate training materials identified by the report for use at FI(H) seminars. In addition, all UK FIE(H) have been briefed to include LTE and tail rotor

This document is published by the Safety Investigation and Data Department, Safety Regulation Group, Civil Aviation Authority, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR. Tel: 01293 573220 Fax: 01293 573972 Telex: 878753

malfunctions in the mandatory section of the FI(H) rating revalidation process. Further to promulgate information on LTE, the CAA published Flight Operations Department Communication (FODCOM) 1/2004 on 9 January 2004. A comparable article for the general aviation community will be published in the first 2004 issue of the General Aviation Safety Leaflet (GASIL).

CAA Status - Open

Recommendation 2003-127

The European Aviation Safety Agency (EASA) should ensure that information on Loss of Tail Rotor Effectiveness (LTE) is included in helicopter pilot training syllabi.

CAA Response

This Recommendation is not addressed to the CAA.

Although not specifically a recommendation for the CAA, the UK has, through its involvement with formulating the Joint Aviation Requirements for Flight Crew Licensing – Helicopter (JAR-FCL 2), gained the agreement of the other JAA Member States to an amendment to the helicopter pilot training syllabi to include LTE. The amendment will be subject to the Notice of Proposed Amendment procedure during 2004. It is anticipated that JAR-FCL 2 will form the basis of European requirements for flight crew licensing scheduled for adoption during 2005.

CAA Status - Closed