

Follow-up Action on Occurrence Report

ACCIDENT TO R22 / HYBRED 44XLR, G-LIDS / G-MTJP, AT WELHAM GREEN, HERTS ON 6 JULY 2004

(MID AIR COLLISION BETWEEN HELICOPTER AND MICROLIGHT)

CAA FACTOR NUMBER : F16/2005
FACTOR PUBLICATION DATE : 7 June 2005
OPERATOR : Cabair Helicopters/Private
CAA OCCURRENCE NUMBER : 2004/04406
AAIB REPORT : Bulletin 4/2005

SYNOPSIS

(From AAIB Report)

A Robinson R22 helicopter departed Elstree Aerodrome with an instructor who was the aircraft commander and a student who was receiving a trial lesson. A microlight aircraft with a pilot and his friend were carrying out a local private flight returning from Hunsdon to Plaistow Farm near St Albans. Both aircraft were operating under VFR in good VMC when they collided at about 1,200 feet above Welham Green. The microlight suffered severe structural damage and descended out of control into a wooded area, fatally injuring both persons on board. The helicopter instructor received a serious injury to his left foot and despite some structural damage to the helicopter, he was able to perform a successful emergency landing in a crop field. Both occupants of the helicopter survived the accident.

FOLLOW UP ACTION

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

Recommendation 2005-06

It is recommended that the Civil Aviation Authority should initiate further studies into ways of improving the conspicuity of gliders and light aircraft, to include visual and electronic surveillance means, and require the adoption of measures that are likely to be cost-effective in improving conspicuity.

CAA Response

The CAA does not accept this Recommendation. However, the CAA will review its ongoing work on the use of visual and electronic measures to enhance the conspicuity of General Aviation aircraft, particularly in the light of impending wider transponder carriage. The review will be completed by 31 December 2005 and the CAA will then consider whether the adoption of such measures should be required. In respect of gliders the CAA has no regulatory powers to require the adoption of any recommended measures. The CAA will forward details of any recommended measures to the British Gliding Association (BGA) and the European Aviation Safety Authority (EASA) for their information.

Recommendation 2005-08

It is recommended that the Civil Aviation Authority should promote international co-operation and action to improve the conspicuity of gliders and light aircraft through visual and electronic methods.

CAA Response

The CAA does not accept this Recommendation insofar as it is directed to light aircraft. The promotion of international co-operation and action to improve the conspicuity of light aircraft through visual and electronic measures will depend upon the outcome of the review noted in Recommendation 2005-06. The CAA cannot accept the Recommendation in respect of gliders since it has no regulatory powers to require adoption of recommended measures. Details of recommended measures will be forwarded to the British Gliding Association (BGA) and the European Aviation Safety Authority (EASA) for their information and use for any international promotion that these agencies might believe appropriate.