

Follow-up Action on Occurrence Report

**ACCIDENT TO AEROSPATIALE/WESTLAND SA 341G GAZELLE, YU-HEW, AT HARROGATE, NORTH YORKSHIRE ON
26 JANUARY 2008**

CAA FACTOR NUMBER : F1/2010
FACTOR PUBLICATION DATE : 13 January 2010
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2008/00676
AAIB REPORT : Bulletin 11/2009

SYNOPSIS

From AAIB Report:

The pilot, who was experienced in fixed-wing aircraft but newly-qualified in helicopters, was undertaking a helicopter flight with a passenger, in gusty wind conditions. He was seen flying slowly, at a low level, near a chalet he owned in the grounds of an hotel when the aircraft was seen to spin around, before pitching up and falling to the ground, fatally injuring the two occupants.

It is considered that the pilot lost control of the helicopter whilst flying at low forward airspeed in strong and gusty wind conditions. The investigation revealed inconsistencies, and probably deficiencies, in the training of the pilot and inconsistencies and possible deficiencies, in his subsequent PPL(H) Skills Test.

Deficiencies in the aircraft's maintenance were also identified, although these are not considered causal or contributory to the accident.

Five Safety Recommendations are made.

FOLLOW UP ACTION

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

Recommendation 2009-084

It is recommended that the Serbian Civil Aviation Department review its oversight and audit system to ensure that aviation maintenance organisations in Serbia release to service only items for which they have the correct approvals.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2009-085

It is recommended that the Civil Aviation Authority conduct an audit of Serbian-registered aircraft in the UK to ensure that they meet the requirements of the Air Navigation Order.

CAA Response

The CAA accepts this recommendation and will conduct the recommended inspection under the auspices of the Europe wide Safety Assessment of Foreign Aircraft (SAFA) programme.

CAA Status - Closed

Recommendation 2009-086

It is recommended that the Civil Aviation Authority introduce periodic audits of Registered Training Facility (RTF) organisations to ensure appropriate private pilot training standards are being met at the current time and with the introduction of EASA FCL regulation.

CAA Response

The CAA accepts this recommendation. New European regulations (EASA FCL) for pilot licensing are currently being developed and contain regulations that would require all training organisations, including Registered Training Facilities (RTF), to become approved organisations. All such approved organisations will be subject both to investigation before an approval is granted, and to periodic audits thereafter. Implementation of EASA FCL is currently expected to be circa 2013.

In the meantime the CAA will review its arrangements for the oversight of RTFs to ensure appropriate private pilot training standards are being met. This review will be completed by the end of June 2010.

CAA Status - Open

Recommendation 2009-087

It is recommended the Civil Aviation Authority allocate examiners for the conduct of PPL Skills Tests.

CAA Response

The CAA does not accept this recommendation. Since 20th September 2008, responsibility for rulemaking for the matters addressed in this Recommendation has passed to EASA under Regulation (EC) 216/2008. It is suggested therefore that this Recommendation be re-issued as a recommendation to EASA.

The new European regulations (EASA FCL), currently being finalised, will not provide for EASA or the National Authorities to allocate examiners for the conduct of PPL Skills Tests.

EASA FCL, as currently proposed, entitles any person who complies with the requirements to be granted an examiner rating and to exercise the privileges of that rating. The only restriction on the tests that an examiner may conduct will be that an examiner shall not test an applicant to whom they have previously given instruction.

CAA Status - Closed

Recommendation 2009-088

It is recommended that the Civil Aviation Authority review the training requirements for 'loss of rotor effectiveness' and ensure it is covered in written exam papers.

CAA Response

The CAA accepts this recommendation. The CAA will review the training requirements for "loss of tail rotor effectiveness" and ensure that it is included in written exam papers. This review will be completed by June 2010.

CAA Status - Open