

## Follow-up Action on Occurrence Report

**ACCIDENT TO BELL 206B JET RANGER, G-BXLI, 5NM SOUTH OF TAUNTON ON 22 JANUARY 2005  
(HELICOPTER CRASHED IN BAD WEATHER)**

CAA FACTOR NUMBER : F8/2006  
FACTOR PUBLICATION DATE : 10 February 2006  
OPERATOR : Private  
CAA OCCURRENCE NUMBER : 2005/00435  
AAIB REPORT : Bulletin 1/2006

### SYNOPSIS

(From AAIB Report)

The pilot had planned to fly with some friends from Staverton Airport, near Gloucester, to a private landing site in the Torbay area but, due to deteriorating weather, landed at Topsham to the south of Exeter Airport. After a period of several hours, the weather had not improved so the pilot decided to return to Staverton. Although on the outbound trip he had routed south via the Bristol Channel and the M5 corridor, an area of low lying terrain, he elected to return to Staverton via Sidmouth, and communicated this to Exeter ATC, advising them that he would be flying at an altitude of 900 ft. As he approached Sidmouth, he then informed Exeter that he was going to go north towards Wellington and Taunton. This route would take the helicopter over the Blackdown Hills, which rise to a height of some 1,000 ft amsl. Witnesses in an area approximately 5 nm south of Taunton generally heard, but did not clearly see, a low flying helicopter and one heard a 'bang'. A subsequent search and rescue effort failed to locate the helicopter, due to very poor weather conditions, and it was found by a dog walker the following morning. All four occupants had received fatal injuries in the accident. No pre-accident defects were found during the wreckage examination.

### FOLLOW UP ACTION

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

#### Recommendation 2005-100

The European Aviation Safety Agency should promote research into the design and development of inexpensive, lightweight, airborne flight data and voice recording equipment.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2005-101**

The European Aviation Safety Agency should promote the safety benefits of fitting, as a minimum, cockpit voice recording equipment to all aircraft operated for the purpose of commercial air transport, regardless of weight or age.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**