



Safety recommendation no. 507

Date of the publication	23.12.2016
Number of the final report	2275
Safety deficit	<p>On 20th December 2012, the pilot intended to fly from Balzers Heliport to St. Gallen-Altenrhein Airport in a Bell UH-1H helicopter. During the flight, the occupants noticed very strong vibrations and an abrupt yaw to the right on the helicopter's axis. The pilot intermittently lost control of the helicopter during this phase. The pilot subsequently decided to make an emergency landing. During the landing, the helicopter was destroyed and one occupant was seriously injured.</p> <p>The helicopter was registered in the 'historic' subcategory within the 'special' category of the aircraft register. The helicopter type UH-1H has complex systems and requires in-depth expertise for maintenance work. From the STSB's point of view, the operator of the helicopter was not qualified for an approval to carry out maintenance work on this aircraft himself. Normally, maintenance work for such models has to be performed by qualified maintenance staff in appropriately qualified organisations.</p>
Safety recommendation	<p>The Federal Office of Civil Aviation (FOCA) should review the process of acquiring approvals for carrying out and certifying maintenance work on aircraft of the special category, within the 'historic' subcategory. They should also define and implement stricter requirements in order to ensure the necessary level of quality.</p>
Addressees	BAZL Bundesamt für Zivilluftfahrt
Stage of the implementation	<p>Partially implemented. In addition to safety recommendation no. 506, the relevant Technical Communication (TM) concerning the distinction between complex/non-complex maintenance work on helicopters is being assessed and, if necessary, revised.</p> <p>Based on the proposed risk assessment, it is also possible that some technical requirements may arise, such as all maintenance work classified as complex having to be carried out by an authorised maintenance company.</p>
Investigation report concerning the safety recommendation	<p><u>Final report</u> <u>Schlussbericht</u></p>