



Decision to fly in challenging weather

Robert Clements

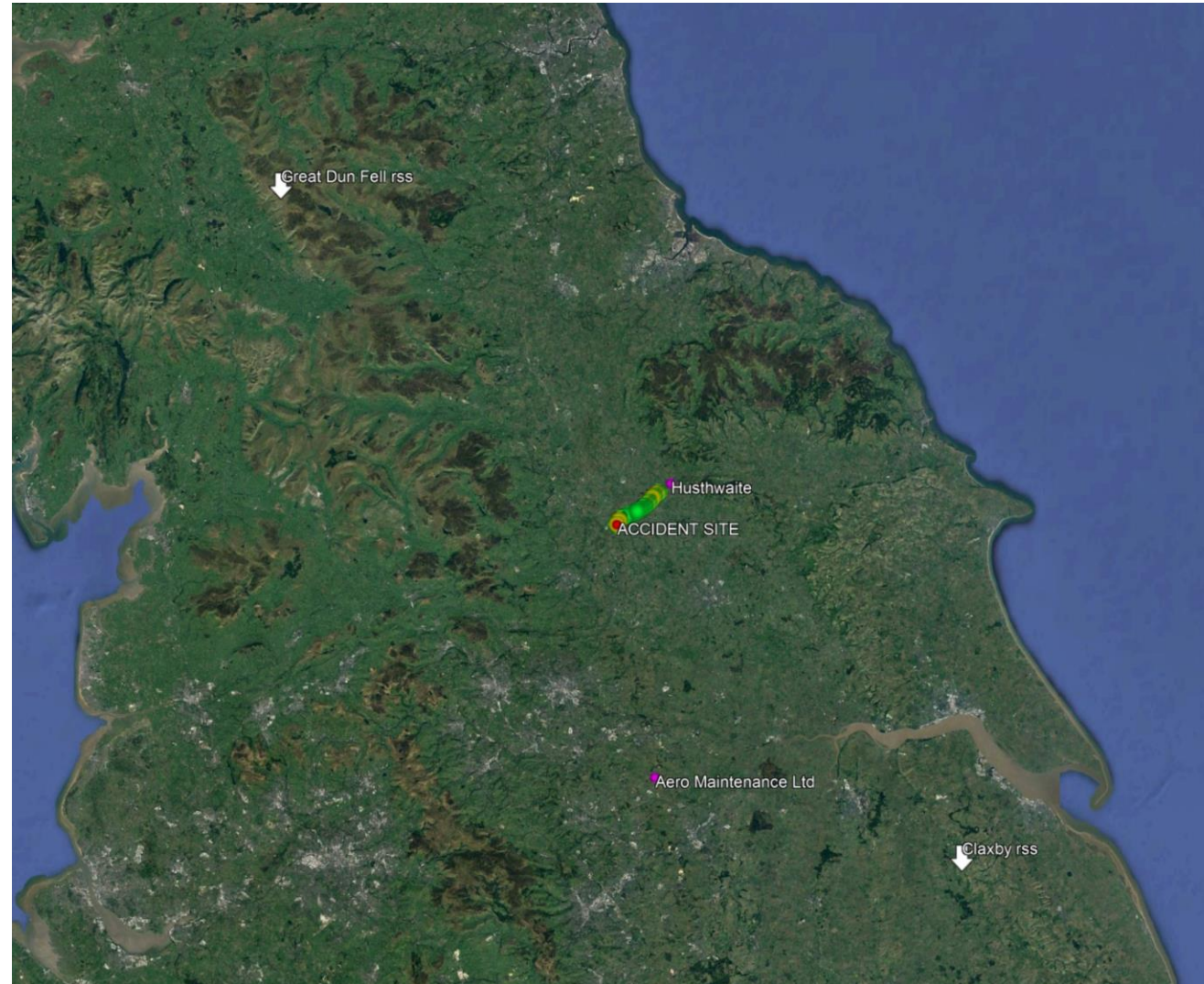
Senior Inspector of Air Accidents (Operations)

Bell Jet Ranger III G-OPEN

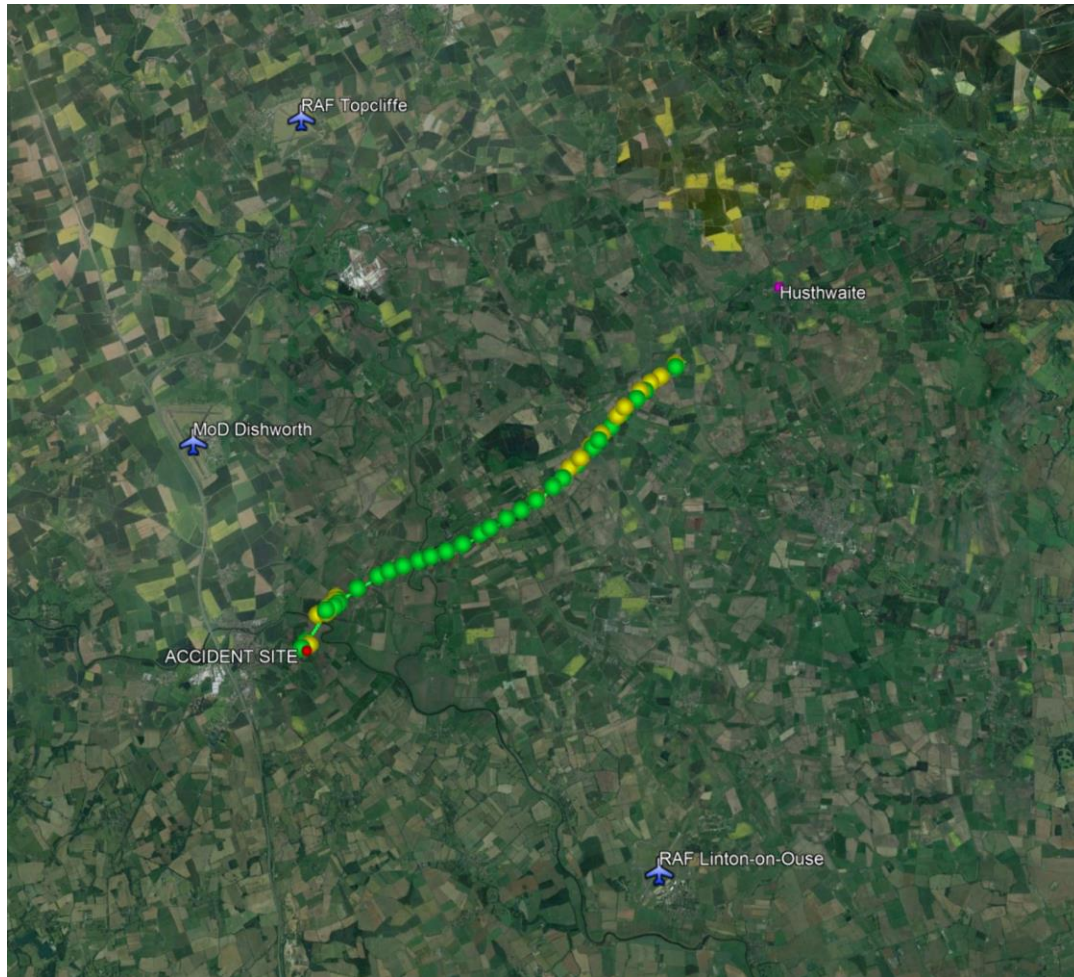
Near Boroughbridge, North Yorkshire
30 May 2018



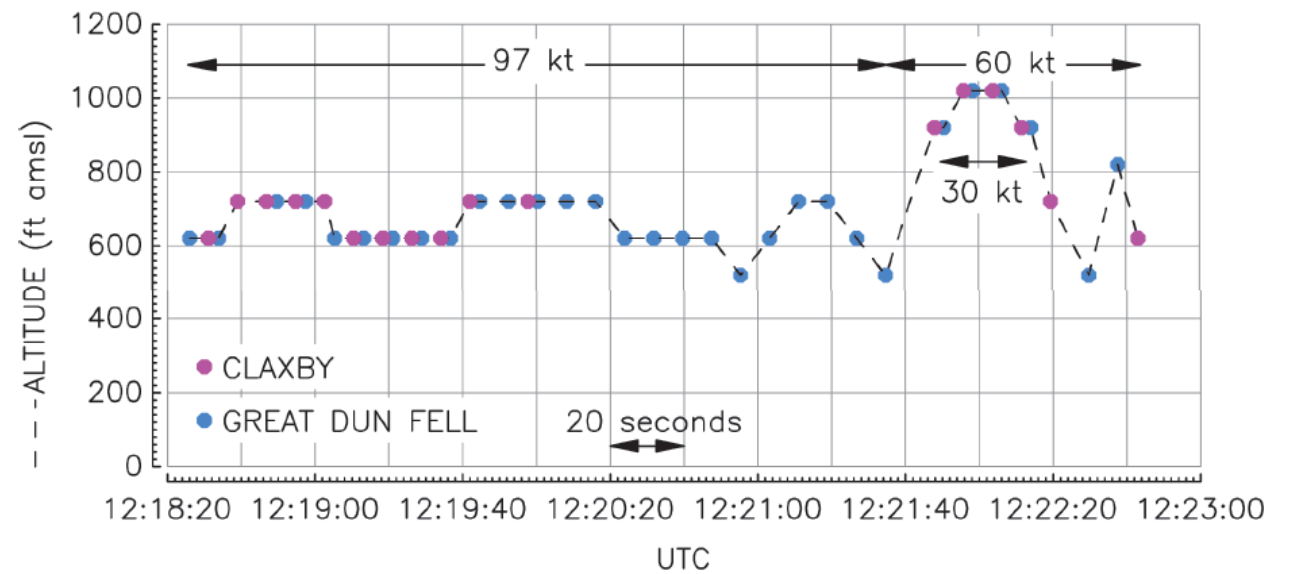
Location



Radar Track



- 7 minute flight
- Radar shows two climbs into cloud



Overview of accident site



Accident site



- No pre-existing defects with the helicopter
 - Actual Weather – Cloud 400 ft, Vis – 3-5 km
 - Heli climbed into cloud, pilot not IMC qualified
 - Likely disorientation in DVE followed by loss of control
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- Why did the pilot decide to fly in these conditions?

Rhinog Fawr, North Wales, 29 April 2017



Planned Route







- No pre-existing defects with the helicopter
- Actual Weather – Cloud 200-400 ft, MSA – 4,300 ft
- Heli seen entering cloud, pilot not IMC qualified
- Likely disorientation in DVE followed by controlled flight into terrain
 - Why did the pilot decide to fly in these conditions?

- Private pilots without instrument qualification
- Challenging weather conditions
- Complied with legal minima (*until they entered cloud*)
- Lots of research/reports about the challenge of flying helicopters in DVE.

- Enhance Recurrent Training
- Use accident like these to highlight the threat to pilots.
- EASA Rotorcraft Safety RoadMap -
 - Less checking and more training
 - Safety Promotion Material

By highlighting the lessons from accidents like these we might be able to encourage some pilots to make different decisions in the future and prevent similar accidents happening again.



QUESTIONS?