

SERIOUS INCIDENT

Aircraft Type and Registration:	AS332L2 Super Puma, G-PUMS
No & Type of Engines:	2 Turbomeca Makila 1A2 turboshaft engines
Year of Manufacture:	2000
Date & Time (UTC):	29 July 2011 at 0845 hrs
Location:	Approximately 30 nm east of Aberdeen
Type of Flight:	Commercial Air Transport (Passenger)
Persons on Board:	Crew - 2 Passengers - 17
Injuries:	Crew - None Passengers - None
Nature of Damage:	None
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	40 years
Commander's Flying Experience:	6,542 hours (of which 5,100 were on type) Last 90 days - 83 hours Last 28 days - 38 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The helicopter was cruising in IMC at an altitude of 3,000 feet when the No 2 Automatic Flight Control System (AFCS) disengaged. The pilots reset the No 2 system but, shortly afterwards, the No 1 system disengaged. The pilots reset the No 1 system but, almost immediately afterwards, both systems disengaged, the helicopter yawed significantly to the right and full left yaw pedal input was required to regain balanced flight. The pilots were unable to re-engage either of the AFCS channels and so elected to descend to find VMC below cloud. Once in VMC, the pilots turned the helicopter

towards Aberdeen Airport. They were able to reset the AFCS after approximately 10 minutes and the aircraft landed without further incident.

The operator commented that this was the first such occurrence in over 7 years of their operating this equipment. The manufacturer found independent failures in the two AFCS computers: a pin was broken on a circuit board in one computer and the 15 V supply voltage was out of range from a circuit board in the other.