

Twin Squirrel, AS355F1, G-MOBI, 16 June 1997

AAIB Bulletin No: 8/97 Ref: EW/G97/06/12 Category: 2.2

Aircraft Type and Registration:	Twin Squirrel, AS355F1, G-MOBI
No & Type of Engines:	2 Allison 250-C20F, turboshaft engines
Year of Manufacture:	1983
Date & Time (UTC):	16 June 1997 at 1615 hrs
Location:	London (Westland Heliport), Battersea
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 3
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Substantial damage to the tailboom. Other damage to the nosecone and engine
Commander's Licence:	Commercial Pilot's Licence (Helicopters)
Commander's Age:	25 years
Commander's Flying Experience:	660 hours (of which 11 were on type) Last 90 days - 61 hours Last 28 days - 28 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The helicopter was planned to fly from Redhill to the Battersea Heliport. The transit was flown at an altitude of 1,500 feet and during the flight the pilot noted several moderate rain showers with associated cumulo-nimbus clouds. This was in accordance with the forecast meteorological conditions which was for a visibility in excess of 10 kilometres with a scattered cloud base of 3,000 feet, reducing in rain showers to 5,000 metres visibility with a broken cloud base of 2,500 feet; cumulo-nimbus clouds were also forecast to be in the area. Upon RTF contact with the control tower the landing direction at the Heliport was confirmed as 21, the surface wind was reported as 120_05 kt and the surface temperature as 19_C.

The helicopter was positioned downwind for 21 and the descent from 1,500 feet was commenced with an IAS of 60 kt and an initial rate of descent of 1,200 to 1,500 ft/min. After reporting 'final' the

pilot continued to reduce the airspeed to 30-40 kt with an associated rate of descent of 500-800 ft/min. As the helicopter approached the landing platform the collective lever was raised to arrest the rate of descent, however, the helicopter continued to descend and landed very heavily on the platform. The helicopter touched down on the rear of the skids and then pitched forward allowing the underside of the nose to contact the surface of the landing platform. Severe creasing occurred on the tail boom where it joins the rear fuselage but there were no main rotor blade strikes and the tail rotor continued to run. There was no fire and no injuries; the helicopter was shut down and the passengers escorted to the terminal.