

No: 10/91

Ref: EW/G91/08/16

Category: 2c

**Aircraft Type and Registration:** Enstrom F-28F, G-BRCP

**No & Type of Engines:** 1 Lycoming HIO-360-F1AD piston engine

**Year of Manufacture:** 1989

**Date & Time (UTC):** 16 August 1991 at 0930 hrs

**Location:** Catsfield Shooting Centre, near Crowhurst, Sussex

**Type of Flight:** Private

**Persons on Board:** Crew - 1                      Passengers - 1

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Main & tail rotor blades, transmission systems, main rotor head, tail boom and landing gear all damaged. Engine shock loaded and main power supply to local area disrupted.

**Commander's Licence:** Private Pilot's Licence (H)

**Commander's Age:** 57 years

**Commander's Flying Experience:** 220 hours (90 on helicopters and 17 on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

On a fine day with light winds the pilot decided to land at a shooting centre. He inspected the site for hazards from a height of 1000 ft agl and observed cables which were beyond the chosen landing spot when viewed relative to the intended direction of final approach. The inspection height was higher than the pilot would normally have selected but was chosen to comply with the site owner's request not to frighten thousands of pheasants in nearby pens.

The pilot approached the site with the sun in his 9 o'clock and a 5 knot wind from his 2 o'clock. He reduced speed and height to hover taxi parameters about 100 metres short of his intended touch down spot. Whilst hover-taxiing towards the spot the main rotor mast hit a power cable suspended about 20 ft agl. The wire severed and wound itself around the mast whereupon the machine landed heavily on its skids and was extensively damaged. Fortunately neither occupant was hurt and the pilot was able to shut the machine down before they vacated through the normal doors.

The pilot stated that, during his site inspection, he failed to see the wires which he hit. The wire suspension poles were spaced 100 yards apart and the poles either side of his approach path were embedded in hedgerow trees. He did not see the wire just before impact because it did not contrast with a tall hedgerow beyond the site.