

<b>AAIB Bulletin No:</b>	<b>12/95</b>	<b>Ref:</b>	<b>EW/G95/10/09</b>	<b>Category:</b>	<b>2.3</b>
<b>Aircraft Type and Registration:</b>	Bell 206B Jet Ranger III, G-BPOR				
<b>No &amp; Type of Engines:</b>	1 Allison 250-C20B turboshaft engine				
<b>Year of Manufacture:</b>	1981				
<b>Date &amp; Time (UTC):</b>	13 October 1995 at 1430 hrs				
<b>Location:</b>	Newtownards Airport, Co. Down				
<b>Type of Flight:</b>	Private (Training)				
<b>Persons on Board:</b>	Crew - 2	Passengers - None			
<b>Injuries:</b>	Crew - 1 Serious 1 Minor	Passengers - N/A			
<b>Nature of Damage:</b>	Damaged beyond economic repair				
<b>Commander's Licence:</b>	Private Pilot's Licence with Flying Instructor Rating				
<b>Commander's Age:</b>	38 years				
<b>Commander's Flying Experience:</b>	4,231 hours (of which 700 were on type) Last 90 days - 84 hours Last 28 days - 22 hours				
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot				

The Flying Instructor was teaching a pilot who had a total of 108 hour rotary wing flying and held a PPL(H); he was undergoing type conversion training on the Jet Ranger and had completed three, one hour details. The surface wind was 180°/10 kt and the exercise being covered entailed flying 360° 'spot turns'.

The instructor reported that, on his first two attempts, the student had some difficulty with the exercise, especially when there was a tailwind component; this caused him to over control. His third attempt was no better and the instructor took control while the helicopter was yawing to the left. The student had applied full left pedal, which he held despite the instructor's order to remove his feet from the pedals. The helicopter continued to yaw rapidly to the left until it struck the ground and fell onto its left side.

Both occupants were wearing full upper torso restraint; the student was able to release himself and escaped through the right-hand door. The instructor's left arm was trapped, however, he managed to

isolate the fuel and battery. The AFS was rapidly on the scene and, having freed his arm, removed him from the wreckage through the broken left front windscreen.

The instructor later discussed the accident with the student and it appears that the latter had become confused and had applied left pedal because the helicopter appeared to him to be rotating to the right.