

MD600 Helicopter, G-THUG

AAIB Bulletin No: 11/2000 **Ref: EW/G2000/08/25** **Category: 2.3**

Aircraft Type and Registration: MD600 Helicopter, G-THUG

No & Type of Engines: 1 Rolls Royce 250C47M turboshaft engine

Year of Manufacture: 1998

Date & Time (UTC): 27 August 2000 at 1130 hrs

Location: Private site at Woolstaston, Shropshire

Type of Flight: Private

Persons on Board: Crew - 1 - Passengers - 3

Injuries: Crew - None - Passengers - None

Nature of Damage: Substantial

Commander's Licence: Private Pilot's Licence

Commander's Age: 51 years

Commander's Flying Experience: 144 hours (of which 39 were on type)
Last 90 days - 29 hours
Last 28 days - 8 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The pilot had completed an uneventful transit from a private landing site near Shawbury to another private site at Woolstaston, Shropshire. The landing area was on a steep grass slope, but within the sloping ground limits for the helicopter. The pilot and an instructor had landed safely and without difficulty at the site in the same helicopter on the previous day.

The weather conditions were: surface wind 270°/5 kt, visibility in excess of 10 km with 'few' cloud at 1,500 feet. There was no precipitation. A normal approach was made into wind and a stable hover over the landing area established, nose up the slope. The touchdown was made with the 'toes' of the skids first and the helicopter lowered fully onto its skids in a controlled and progressive manner. The pilot then prepared to close the throttle.

Whilst he could not remember the exact sequence of events it is probable that on moving the cyclic pitch control aft to the 'disk level' position, it was positioned too far aft and the helicopter rocked backwards. The pilot's instinctive forward movement of the control to counteract this was too great and the main rotor blades struck the ground in front, causing the helicopter to rotate and roll to the right. The helicopter came to rest on its right side. The pilot switched off the fuel and electrical

systems before evacuating the helicopter. The two passengers in the rear cabin exited through the left rear door and the pilot and front seat passenger through the broken front transparencies.