

# AIB Bulletin

# 8/84

**No:** 8/84

**Ref:** EW/G84/04/01

**Aircraft type and registration:** Bell 206B G-BFCY (light single engine helicopter)

**Year of manufacture:** 1974

**Date and time (GMT):** 3 April 1984 at 1205 hrs

**Location:** Aberdare, South Wales

**Type of flight:** Aerial Application

**Persons on board:** Crew — 1                  Passengers — Nil

**Injuries:** Crew — Nil                  Passengers — N/A

**Nature of damage:** Aircraft substantially damaged

**Commander's Licence:** Airline Transport Pilot's Licence (Helicopters)

**Commander's Age:** 31 years

**Commander's total flying experience:** 3950 hours (of which 623 hours were on type)

**Information Source:** Accident Report Pro Forma completed by the pilot and MOR

The aircraft was involved in practice fire fighting for the Forestry Commission using an underslung foam bucket when it was requested to fight an actual fire in an adjoining valley. The well established fire was advancing with a 600 metre circular front up a steep valley. Because of the dense smoke the pilot was unable to lay a protective barrier in advance of the fire so he decided to drop the foam immediately on the flame front.

Two foam drops were made without difficulty at the standard airspeed of 85 knots. On the third pass, after dropping the foam, the aircraft climbed through the smoke from the flank of the fire. The smoke was obscuring higher ground and the foam bucket struck the surface. The helicopter was tipped into the trees causing damage to the nose, skids and underneath of the aircraft and also affecting the yaw and cyclic controls. The aircraft continued with some degree of control for a short distance to touch down on an upslope where it rolled onto its starboard side. During the impact the right side of the pilot's head struck the door pillar but injury was prevented by his protective helmet.

This Bulletin contains facts relating to the accidents which have been determined up to the time of issue. This information is published to inform the public and the aviation industry of the general circumstances of the accidents at the preliminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

Short extracts can be published without specific permission providing that the source is duly acknowledged.

ISSN 0309 - 4278

Having shut down the aircraft the pilot found that both front doors were jammed shut but he was able to punch out the left hand pilot's window through which he escaped. The pilot attributes his complete lack of injury to the fact that he was wearing flying gloves and a protective helmet.