

Enstrom F-28C, G-OIGS

AAIB Bulletin No: 7/97 Ref:EW/G97/05/02Category: 2.3

Aircraft Type and Registration:	Enstrom F-28C, G-OIGS
No & Type of Engines:	1 HIO-360-E1 AD piston engine
Year of Manufacture:	1979
Date & Time (UTC):	3 May 1997 at 1250 hrs
Location:	Molten Cote Farm, Ebberston, North Yorks
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Substantial to main rotor, tail rotor, right skid and fuselage
Commander's Licence:	Private Pilot's Licence (Helicopters)
Commander's Age:	30 years
Commander's Flying Experience:	92 hours (of which 39 were on type) Last 90 days - 21 hours Last 28 days - 12 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The helicopter was being flown on a private flight from Bagby to a landing site adjacent to a hotel on the outskirts of Scarborough. The weather was fine with a variable wind of 5 to 10 kt, visibility of 3,500 metres in haze with varying amounts of coastal cloud.

The transit was flown between 600 to 700 feet agl at a speed of 90 mph. Approximately 7 miles from the coast the helicopter entered a layer of coastal cloud embedded within the haze layer. At first the pilot was able to maintain ground contact and see the sun through the haze. He decided to carry out a 180° turn in an attempt to leave cloud. He reported that during the turn he lost his visual references, allowed the speed to decay and a high rate of descent to develop. He broke cloud very close to the ground and managed to regain a level attitude just before the helicopter landed heavily on the right skid which collapsed. The helicopter then rolled onto its right side and pivoted as the main rotor blades contacted the surface. The pilot selected the fuel and electrics to off and he and his passenger vacated the helicopter without injury. A local farmer witnessed the crash landing and alerted the emergency services who arrived on the scene some eleven minutes later.

The pilot concluded that he had become disorientated due to the inadvertent loss of visual references and the lack of instrument flying practice. This had led to inappropriate control inputs which had further exacerbated the disorientation situation.