

Schwiezer 269C-1, G-BXTL

AAIB Bulletin No: 11/98 **Ref:** EW/G98/08/47 **Category:** 2.3

Aircraft Type and Registration: Schwiezer 269C-1, G-BXTL

No & Type of Engines: 1 Lycoming piston engine

Year of Manufacture: 1998

Date & Time (UTC): 12 August 1998 at 1535 hrs

Location: Oxford Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 2 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Failure of tail boom attachment fittings

Commander's Licence: Commercial Pilot's Licence with Instructor Rating
(Helicopters)

Commander's Age: 39 years

Commander's Flying Experience: 3,510 hours (of which 270 were on type)
Last 90 days - 210 hours
Last 28 days - 71 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was being used for dual instruction of a student pilot in engine-off landings. The weather was fine with a westerly wind of 15 kt. The student carried out four approaches with the instructor either demonstrating or assisting during the flare and landing. Three of the landings were unremarkable, but on one, the aircraft yawed right and left during the ground slide on the grass. After a short debrief on the ground, the student lifted off and performed a spot turn into a downwind hover at about 10 feet. At this point, a loud bang was heard. The instructor immediately took control and landed the aircraft on the grass where he saw that the tail boom had collapsed. The aircraft remained upright and both crew were able to evacuate without difficulty.

The instructor considered that all the landings during the flight had been normal but concluded that during one of the landings some damage must have occurred to the tail boom. An engineering

examination of the tail boom revealed that the boom attachment fittings had failed in overload with no evidence of any pre-existing failure.