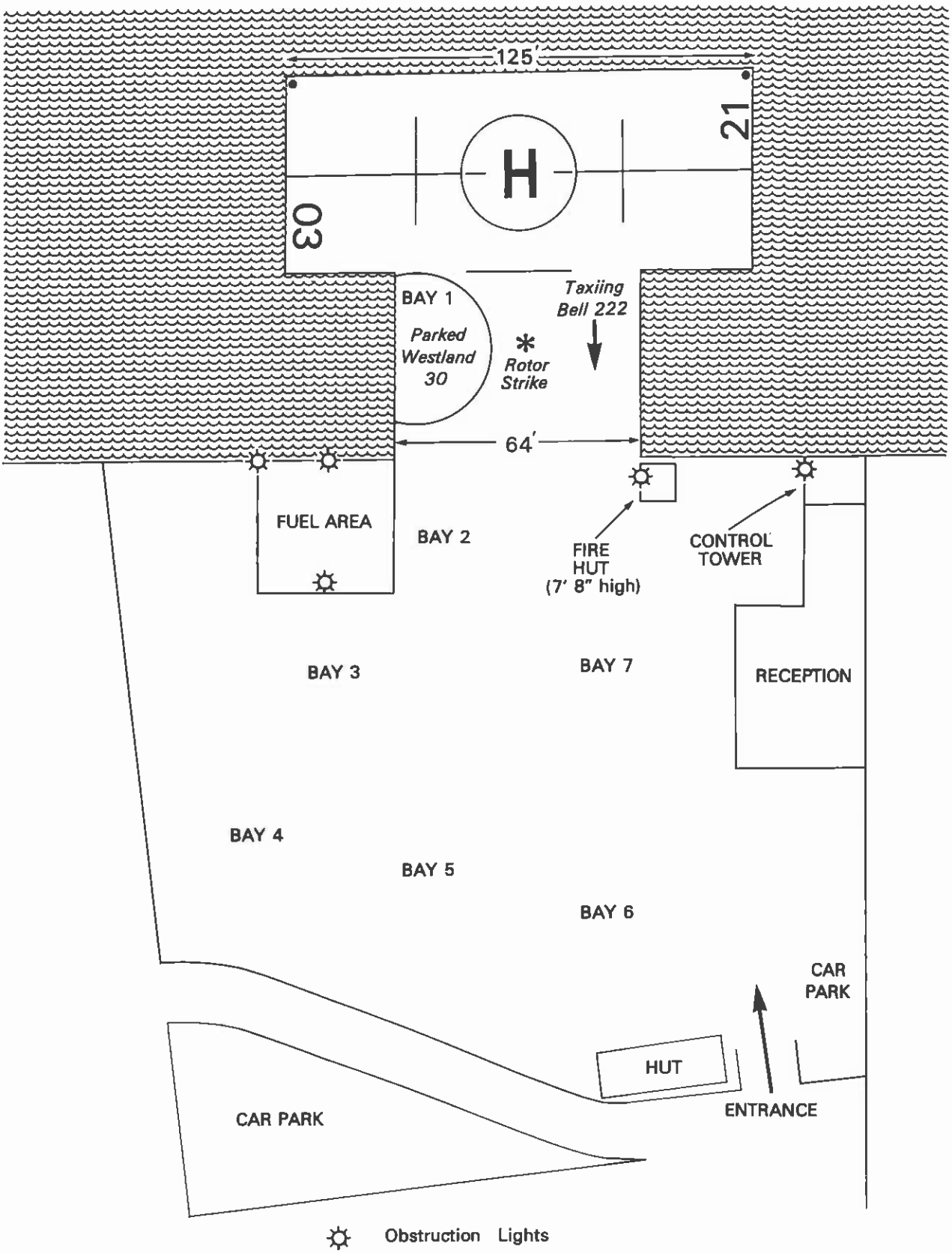
No: 11/84 **Ref: EW/G84/09/02**

Aircraft type and registration:	Bell 222B N2226W (Heavy helicopter, public transport) Westland 30—100 G-KATE (Heavy helicopter, public transport)
Year of Manufacture:	N2226W — 1982 G-KATE — 1983
Date and time (GMT):	4 September 1984 at 0730 hrs
Location:	Westland London Heliport
Type of flight:	Positioning — Public Transport
Persons on board:	Crew — N226W — 1 Passengers — Nil G-KATE — Nil Nil
Injuries:	Crew — N2226W —Nil Passengers — N/A
Nature of damage:	Damage confined to main rotor blade tips on each helicopter
Commander's Licence:	Air Transport Rating (United States)
Commander's Age:	N/K
Commander's total flying experience:	120 hours fixed wing and 3850 hours rotary wing (of which 80 hours were on type)
Information Source:	Accident Report Form completed by the pilot and ATC Report.

N2226W was being positioned to the Westland Heliport at Battersea in order to pick up 6 passengers and fly them to Farnborough for the SBAC Air Show. The landing direction was 210° with a gusting cross wind from the right and the aircraft made an uneventful touchdown. After landing it turned left on to the taxiway having been assigned parking bay No 7 for passenger loading. Since the aircraft was equipped with a wheel landing gear and differential brakes, the pilot decided to ground taxi slowly to the parking bay because he considered this would cause less disturbance than a hover taxi. At this time a ground marshaller appeared and started to give guidance to the helicopter.

A Westland 30 helicopter was parked on Bay No 1 on the right hand side of the taxiway which links the flight platform to the apron. On the other side of the taxiway was a low structure marked with a red light and the pilot of the Bell 222 aligned his aircraft between the Westland 30 and the obstruction light and taxied slowly forward.

However, it seemed that there would only be minimum clearance and he therefore braked the aircraft to a halt. As he was deciding whether to lift the aircraft into a hover and hover taxi over the W30, the marshaller moved to his left and indicated that there was sufficient clearance between the two helicopters for the Bell 222 to continue forward. The pilot released the brakes and continued the ground taxi at a slow walking pace. After approximately 20 feet he experienced a main rotor blade strike and bringing the aircraft to a halt, shut down both engines and completed the shut-down checks. Examination revealed damage to the tips of one main rotor blade on both the Bell and the Westland helicopters.

PLAN VIEW OF THE WESTLAND HELIPORT