No: 1/86 **Ref: EW/G85/11/04**

Aircraft type and registration:	Sikorsky S61N G-BCEA (heavy helicopter — public transport)
Year of Manufacture:	1974
Date and time (GMT):	23 November 1985 at 1800 hrs
Location:	Sumburgh Airport
Type of flight:	Airline non-scheduled
Persons on board:	Crew — 2 Passengers — One Company Employee
Injuries:	Crew — None Passengers — None
Nature of damage:	Damage to all main and tail rotor blades. Transmission drive housing struck by main rotor blade. Tail rotor gearbox fractured in half.
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	49 years
Commander's Total Flying Experience:	8030 hours (of which 5800 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot.

The helicopter landed in darkness at Sumburgh at 1754 hrs following a freight delivery flight to the North East Shetland basin. An inbound passenger and some freight were disembarked at the Wilness terminal. The co-pilot, handling the aircraft from the left seat, ground taxied across the active runway 33 to the company's hangar area on the western side of the airfield. It was his intention to park on the second of two delineated circles outside the No 2 hangar. This spot was indicated to the crew by a company engineer who then went into the hangar to collect some wheel chocks. Having taxied alongside the hangar, which was on his left side, on a slightly converging track, the co-pilot was about to turn the helicopter to the right on to the parking spot when the main rotor blades struck the steel supports of a sign located 3 feet from the hangar wall. Substantial damage was caused to the helicopter. Flying debris entered a hangar on the opposite side of the apron and damaged a helicopter parked within it.

The commander considers that the accident was primarily caused by the lack of surface guide lines indicating a safe path onto the parking spots. The low ambient light conditions were not improved by the inadequacy of lighting in the apron area or the lack of illumination of the sign, despite the use of the aircraft landing lights, and the fall of light from within the open hangar door.