

**No: 6/84**

**Ref: EW/G84/04/05**

<b>Aircraft type and registration:</b>	Bell Jetranger 206B G-BBOR (single-engined helicopter)	
<b>Year of manufacture:</b>	1974	
<b>Date and time (GMT):</b>	24 April 1984 at 1305 hrs	
<b>Location:</b>	Elstree Aerodrome	
<b>Type of flight:</b>	Instructional (flight check)	
<b>Persons on board:</b>	Crew – 2	Passengers – Nil
<b>Injuries:</b>	Crew – Nil	Passengers – N/A
<b>Nature of damage:</b>	Substantial – damage to skids, tail boom buckled	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	39 years	
<b>Commander's total flying experience:</b>	3729 hours (of which 1291 hours were on rotary wing aircraft, and 293 hours were on type)	

After carrying out a flight check on another pilot, the instructor decided to practice a quick stop manoeuvre into wind from the left hand seat. Upon raising the collective lever, his left hand fouled the left hand door trim and became partially jammed between the trim and collective lever. During his efforts to extricate his hand at a critical phase of the manoeuvre, the lever was involuntarily lowered; the helicopter descended and struck the ground heavily in a tail down attitude. The occupants were uninjured and because both crew doors had partially jammed, exited through the passenger door. There was no fire, but the aircraft sustained substantial damage to the skids, and buckling of the tail boom.

The Civil Aviation Authority are pursuing the origin of the modified trim, and are warning other operators of Bell 206 helicopters.