

Hughes Helicopters Inc Hughes 269c, G-ZBHH

AAIB Bulletin No: 11/2001 Ref: EW/G2001/09/08

Category: 2.3

Aircraft Type and Registration:	Hughes Helicopters Inc Hughes 269c, G-ZBHH	
No & Type of Engines:	1 Lycoming HIO-360-D1A	
Year of Manufacture:	1980	
Date & Time (UTC):	6 September 2001 at 1145 hrs	
Location:	Redhill Aerodrome, Surrey	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1	Passengers - N/A
Nature of Damage:	Damaged beyond economical repair with bent rotor blades, tail rotor and skids	
Commander's Licence:	Student pilot	
Commander's Age:	41 years	
Commander's Flying Experience:	34 hours (all on type)	
	Last 90 days - 34 hours	
	Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The day before the accident the pilot had carried out his first solo flight in the Hughes 269C after some consolidation training with an instructor. This training had included engine-off landings. On the day of the accident the instructor and student flew from Biggin Hill, Kent to Redhill to complete further consolidation and solo flying. Having flown four dual circuits, the instructor considered the student ready to carry out further solo. The student successfully completed two circuits and took off for the third. He established the aircraft on a normal site picture approach for the 01 'H' with height and speed reducing. The instructor, who was monitoring the circuits from the vicinity of the 01 'H', thought the helicopter appeared to stop at approximately 40 to 50 feet, turned left and then sank straight down to the ground. The student had experienced what he considered to be a rough running engine and, although it was still running he noticed a split between the engine and rotor RPM indicator needles. He ensured that the throttle was fully open but the helicopter

continued to descend and, as it approached the ground, he commenced a flare, levelled the aircraft and tried to cushion the landing using the collective pitch lever. The helicopter landed heavily, bounced and yawed to the left. When it was stationary the pilot carried out the emergency shut down drills before exiting unassisted through the normal exit. The surface wind at the time of the accident was 340°/10 kt with good visibility, medium level cloud and no precipitation. An examination of the engine after the accident revealed no fault. The student thought he might have mishandled the twist grip throttle leading to the apparent loss of power.