

**No: 8/86**

**Ref: 2b**

**Aircraft type and registration:** Agusta Bell 206B G-JGFF

**No & Type of engines:** 1 Allison 250-C20B turbine engine

**Year of Manufacture:** 1980

**Date and time (UTC):** 17 July 1986 at 1005 hrs

**Location:** Slad, Nr Stroud, Glos

**Type of flight:** Powerline inspection

**Persons on board:** Crew — 2                      Passengers — None

**Injuries:** Crew — 2 (minor)                      Passengers — N/A

**Nature of damage:** Severe damage to engine, main rotor blades, tailboom, fin, tail rotor and main skids

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 38 years

**Commander's Total Flying Experience:** 69 hours fixed wing, 4659 rotary wing ( of which 3439 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot and AIB examination of failed engine.

The pilot and observer were performing power-line inspections along a valley north of Stroud when, at about 60 feet and 50 mph, the engine rapidly lost power. The pilot turned towards an area clear of trees lower in the valley and held some collective pitch to clear a line of trees on the approach. Passing over the trees he lowered the collective and passed under the power-lines; approaching the ground he flared with aft cyclic stick and increased collective pitch but the decay in rotor speed resulted in minimal cushioning effect and the aircraft struck the ground very hard, tail-fin first. The aircraft bounced and then, touching down again, rolled onto its side and slid to a halt in about 15 yards. The pilot heard the engine still running and so closed the throttle and turned off the master switch; both crew-members then left the aircraft through the front door.

The engine was subsequently stripped at the manufacturers' main UK agents. Examination showed that there had been a major failure in the third stage of compressor blades and that this had also destroyed the blades in the two subsequent stages of the axial compressor. The extent of the damage made it impossible to determine the cause of the initial failure but the pilot reports that there had been nothing unusual in the aircraft's behaviour up to the time of the accident and that the temperatures and pressures had been normal. The engine had accumulated approximately 2350 hours up to the time of the accident.