Enstrom F-28C, G-BURI

AAIB Bulletin No: 11/97 Ref: EW/G97/08/08Category: 2.3

Aircraft Type and Registration:	Enstrom F-28C, G-BURI
No & Type of Engines:	1 Lycoming HIO-360-E1AD piston engine
Year of Manufacture:	1978
Date & Time (UTC):	8 August 1997 at 1828 hrs
Location:	Heyshott, Near Midhurst, West Sussex
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 2
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Tailboom underside crippled at joint to fuselage; tail rotor driveshaft bent and skid crosstubes kinked at attachment clamps
Commander's Licence:	Private Pilot's Licence with Night Rating
Commander's Age:	40 years
Commander's Flying Experience:	216 hours (of which 97 were on type)
	Last 90 days - 11 hours
	Last 28 days - 5 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The helicopter was being used for a short sightseeing tour ofthe local area and was being operated out of a small field, about60 metres long and 30 metres wide. The field was bounded by hightrees along one side and end, with a low hedge on the other sideand a fence at the other end. The pilot had flown the aircraftinto the field to pick up his passengers and, because of the highair temperature (30°C), had made a 'run-on' landing.

On his return from the subsequent local flight, the pilot startedan autorotative descent towards the field from 2,500 feet at anairspeed of about 40 mph. He observed vertically rising smoke,indicating zero wind conditions, and elected to land from an approachover the fenced edge of the field. From about 500 feet agl heapplied some power to arrest the descent and crossed the fenceat about 100 feet. He again made a 'run-on' landing, during whichthe initial ground contact did not appear excessively hard tohim. However, when he lifted the helicopter back into the hover,he was aware of

considerable slackness in the tail rotor pedalcontrols. He therefore re-landed the helicopter immediately andshut down the engine. His subsequent inspection found that theunderside of the tailboom had suffered crippling deformation atits joint to the fuselage due to the forces induced by the formerlanding. In addition, the tail rotor drive shaft had bent andthe landing skid crosstubes had been damaged.