

Bell 206B, G-BLZN and Agusta Bell 206B, G-BUZZ

AAIB Bulletin No: 10/98	Ref: EW/G98/06/39	Category: 2.3
Aircraft Type and Registration:	i) - Bell 206B, G-BLZN ii) - Agusta Bell 206B, G-BUZZ	
No & Type of Engines:	i) - 1 Allison 250-C20 turboshaft engine ii) - 1 Allison 250-C20 turboshaft engine	
Year of Manufacture:	i) - 1968 ii) - 1969	
Date & Time (UTC):	29 June 1998 at 1052 hrs	
Location:	Wycombe Air Park, Buckinghamshire	
Type of Flight:	i) - Public Transport ii) - Private	
Persons on Board:	i) - Crew - 1 - Passengers - 1 ii) - Crew - 1 - Passengers - None	
Injuries:	i) - Crew - Minor - Passengers - Minor ii) - Crew - None - Passengers - N/A	
Nature of Damage:	i) - G-BLZN came to rest lying on its right side ii) - G-BUZZ suffered a gash in the left side and the main rotor blades were also damaged	
Commander's Licence:	i) - Airline Transport Pilot's Licence (Helicopters) with AFI Rating ii) - Airline Transport Pilot's Licence (Helicopters) with Instructor Rating	
Commander's Age:	i) - 46 years ii) - 34 years	
Commander's Flying Experience:	i) - 2,500 hours (of which 1,500 were on type) Last 90 days - 160 hours Last 28 days - 60 hours ii) - 4,477 hours (of which 22 were on type) Last 90 days - 117 hours	

Last 28 days - 55 hours

Information Source:

Aircraft Accident Report Form submitted by the pilot

The pilot of G-BLZN was returning to his base helipad on completion of a public transport flight. The helipad had four "spots" marked H1, H2, H3, H4 in a straight line and separated by a distance of 11.9 metres (39 feet). The rotor diameter of each helicopter was 10.16 metres (33 feet 4 inches). The surface wind was 300°/12 kt as the pilot approached the helipad and he saw that another company helicopter, G-BUZZ, was occupying H3 with its rotors turning. He hover taxied to H1 and turned his aircraft onto a westerly heading in preparation for landing. When stabilised, he moved to the right, landed on H2 and commenced his shut-down drills. After some five to ten seconds, he both felt and heard a thud which he initially thought was something striking the tail rotor. The pilot looked round in an attempt to identify the cause of the thud but could see nothing. However, some seconds later, another thud was felt and the passenger informed the pilot that the rotors of the two helicopters were colliding. The pilot did not consider that this was possible but as a precaution he moved his helicopter 2 to 3 feet to the left and relanded. There were then a series of bangs and the helicopter became unstable. The pilot ordered his passenger, who was in the front seat, to evacuate the helicopter which he did successfully. The helicopter then became uncontrollable and rolled over onto its right side. The pilot closed the throttle and exited the helicopter through the left door which was now uppermost.

At the time of the accident, G-BUZZ was awaiting take-off clearance for its first flight of the day. When the ground crew had wheeled it on to H3, they had positioned it some eight feet to the left of centre. This would have allowed the rotors of both helicopters to overlap by some two feet, assuming that G-BLZN was landing on the centre of H2.