

AIB Bulletin

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SPECIAL BULLETIN

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Aircraft type and registration:	Aerospatiale 332L Tiger G-TIGD (Heavy helicopter – Public transport)	
Year of manufacture:	1982	
Date and time (GMT):	4 July 1983 at 1218 hrs	
Location:	Aberdeen Airport, Scotland	
Type of flight:	Charter	
Persons on board:	Crew – 2	Passengers – 16
Injuries:	Crew – 2	Passengers – 16
Nature of damage:	Aircraft destroyed	
Commander's Licence:	Airline Transport Pilot's Licence – Helicopters	
Commander's Age:	39 years	
Commander's total flying experience:	5855 hours (of which 133 hours were on type)	

The aircraft was on a return flight from the North-west Hutton Oil installation to Aberdeen Airport, with a crew of two pilots and sixteen passengers on board. The commander elected to make an Instrument Landing System (ILS) approach to runway 17 at Aberdeen Airport. During this approach, as the aircraft was descending through a height of approximately 200 feet above ground level, at an indicated airspeed of 100 knots, the passengers reported hearing a loud bang, and this was followed immediately by the onset of severe vibration which was apparent to the flight crew. There was no immediate deviation of the aircraft's flight path or attitude, but the commander suspected that there was a severe problem with the tail rotor. He transmitted a distress call to

This Bulletin contains facts relating to the accidents which have been determined up to the time of issue. This information is published to inform the public and the aviation industry of the general circumstances of the accidents at the preliminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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Aberdeen Tower, reporting the vibration and stating the intention to land straight ahead on runway 17. He controlled the aircraft into a nose-up attitude in order to decelerate for a run-on landing at 40 knots. The aircraft continued towards the runway down to a height of about 50 feet above ground level, when at an indicated airspeed of 50 knots, it started to yaw to the left at a progressively faster rate, and then became uncontrollable. The aircraft struck the runway heavily on the right main-wheel which, with its adjacent structure, was driven up through the cabin floor. The aircraft finally came to rest on its right side, with the tail rotor detached, and the main rotor having disintegrated due to ground contact. The Airport fire and rescue service personnel arrived at the accident site within one minute of the impact. The aircraft, and its surroundings, were sprayed with foam and the rescue personnel then completed the release of the passengers.

Preliminary investigations indicate that the hinge pin from the cowling over the inclined drive shaft to the tail rotor gearbox had withdrawn in flight, allowing the cowling to detach and cause severe damage to the tail rotor.

The Chief Inspector of Accidents has ordered an Inspector's Investigation into this accident.