

No: 4/89

Ref: EW/G89/02/02

Category: 2c

**Aircraft Type and Registration:** Hughes 269C, G-BMGP

**No & Type of Engines:** 1 Lycoming HIO-360-D1A piston engine

**Year of Manufacture:** 1977

**Date and Time (UTC):** 15 February 1989 at 0920 hrs

**Location:** Staverton Airfield, Gloucestershire

**Type of Flight:** Training

**Persons on Board:** Crew - 2                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Tail cone destroyed, damage to main rotor blades and shock loading of transmission system

**Commander's Licence:** Airline Transport Pilot's Licence with Full Instructor Rating

**Commander's Age:** 51 years

**Commander's Total Flying Experience:** 5,334 hours (of which 59 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The helicopter was parked facing into the wind which was gusting to 25 knots. The instructor was supervising his student as he started the engine and engaged the rotor. With the engine running and the pre-engagement checks completed from the check list, the rotor was allowed to spin up until, at about 20 rpm, the collective pitch lever rose. This caused the main rotor blades to sail and at least two of them struck the tail boom. The instructor immediately took control and stopped both the engine and rotor. The crew then left the helicopter without further incident. The instructor considers that the collective lever was allowed to rise because the friction had not been applied by his student and, although confirmed in the pre-engagement checks, the instructor could not see whether it had in fact been applied.