

No: 8/90

Ref: EW/G90/05/11

Category: 2c

Aircraft Type and Registration:	Enstrom F-28A, G-BBIN	
No & Type of Engines:	1 Lycoming HIO-360-C1A piston engine	
Year of Manufacture:	1973	
Date and Time (UTC):	4 May 1990 at 0937 hrs	
Location:	Shoreham Airport, Sussex	
Type of Flight:	Private (training)	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial damage to the tail rotor driveshaft, gearbox and blades	
Commander's Licence:	Student Pilot	
Commander's Age:	23 years	
Commander's Total Flying Experience:	29 hours rotary wing (of which 9 were on type)	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The pilot noted that the fuel gauge read 90 lb and, at 0855 hrs, took-off for a dual exercise of quick stops which lasted about 20 minutes. The instructor then disembarked, having confirmed with the pilot that there was sufficient fuel remaining for his intended 30 minute solo flight. During the solo quick stop exercise the pilot monitored the fuel gauge to ensure that adequate fuel was available. At about 0935 hrs, while flying straight and level 40 ft agl and 60 mph, the rotor and engine rpm needles split. The pilot opened the throttle fully but, as the rpm remained erratic, he closed it and carried out an autorotative landing. A run-on landing was carried out during which the tail rotor struck the ground, at about the same time as the skids were levelled. The pilot was uninjured and the aircraft was made safe before he vacated it. It was noted that the fuel gauge read 60 lb, although subsequent examination of the tanks revealed that they were empty. Due to a misunderstanding neither the pilot nor his instructor had made a physical check of the fuel quantity before the initial flight.