

No: 6/92

Ref: EW/G92/04/08

Category: 2b

Aircraft Type and Registration: Aerospatiale AS355F1 Ecureuil II, G-SVJM
No & Type of Engines: 2 Allison 250-C20F turboshaft engines
Year of Manufacture: 1982
Date & Time (UTC): 9 April 1992 at 1710 hrs
Location: Elstree Airfield, Hertfordshire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - 2
Injuries: Crew - None Passengers - 1 serious
Nature of Damage: No damage to the helicopter
Commander's Licence: Airline Transport Pilot's Licence (Helicopters)
Commander's Age: 42 years
Commander's Flying Experience: 8,306 hours (of which 2,692 were on type)
Last 90 days - 54 hours
Last 28 days - 23 hours
Information Source: Aircraft Accident Report Form submitted by the pilot and witness statements

All three occupants of the helicopter were employed by the same construction company. The helicopter had been hired from another company for a two day tour of construction sites. At the conclusion of the tour the helicopter landed at Elstree. The weather at the time was fine; the wind was 180°/10 kt and from the one-o'clock direction relative to the helicopter as it touched down on tarmac which sloped upwards at an estimated angle of 3°. After landing, the two passengers disembarked through the passenger doors and waited by the side of the helicopter for their luggage. The pilot, leaving the rotors and engines running, climbed out through his door to fetch their luggage from the rear baggage locker. He handed the bags to the executives and they departed the rotor disc area at the briefed ten o'clock position. As they walked away, the pilot was returning to his seat when he heard a slapping noise.

The second man to leave had been struck on the head by a main rotor blade. He was bleeding from a wound on the back of his head but he remained on his feet and conscious. The police and emergency services were summoned and the injured passenger was attended by paramedics and a doctor who

arrived in an air ambulance helicopter. The injured man was then flown to hospital where he remained for several days.

The pilot stated that in his haste to collect the bags he had inadvertently pushed the cyclic control to the left thus lowering the rotor disc on the left side of the aircraft.