

No: 8/90

Ref: EW/G90/06/14

Category: 2c

**Aircraft Type and Registration:** MBB BO 105, G-MHSL

**No & Type of Engines:** 2 Allison C20-B turboshaft engines

**Year of Manufacture:** 1990

**Date and Time (UTC):** 21 June 1990 at 1206 hrs

**Location:** Lincolnshire Show Ground, near Scampton, Lincs

**Type of flight:** Commercial

**Persons on Board:** Crew - 1      Passengers - 4

**Injuries:** Crew - None      Passengers - None

**Nature of Damage:** Minor to tail rotor

**Commander's Licence:** Airline Transport Pilot's Licence (Helicopters) and Commercial Pilot's Licence (Aeroplanes)

**Commander's Age:** 30 years

**Commander's Total Flying Experience:** Rotary Wing 2,256 hours (of which 140 were on type)  
Fixed Wing 569 hours

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

The helicopter was being used in support of police operations at the Lincolnshire show. Operation during the first day of the show provoked some complaints from the public due to noise and downwash and it was decided to move the operating site to an area more remote from the public. The location of the new site was decided on without reference to the operating aircrew. The take-off path from the new site was obstructed at the up-wind end by a 4 foot hedge below power cables suspended on 35 foot poles. There was insufficient distance available to execute a safe take-off over the power cables so the pilot decided to air-taxi below the cables before starting his take-off manoeuvre. Earlier in his flying career, the pilot had been taught and had practiced, the correct technique for flying under power cables.

On the day of the accident, several successful departures were made by air-taxying under the power cables. After the last departure however, the pilot was notified on the radio that the show site had lost electrical power. The pilot had felt nothing untoward during his take-off but on returning to the operating site he noticed the severed power cables. After shut-down he examined the helicopter and noted slight damage to the leading edge of both tail rotor blades. The pilot attributes the accident to premature rotation into the take-off manoeuvre due to his failure to ensure that his tail was clear of obstructions before doing so.