

No: 2/85

Ref: EW/G85/01/06

**Aircraft type and registration:** Enstrom F28A G-BBAU (light single engine helicopter)

**Year of Manufacture:** 1973

**Date and time (GMT):** 31 January 1985 at 1020 hrs

**Location:** Biggin Hill Aerodrome

**Type of flight:** Private (pleasure)

**Persons on board:** Crew — 1                  Passengers — 1

**Injuries:** Crew — None                  Passengers — None

**Nature of damage:** Substantial — to rotor head, tail boom, and canopy making it beyond economic repair

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

**Commander's Age:** 38 years

**Commander's total flying experience:** 4250 hours (of which 50 were on type)

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

The helicopter was parked on the north eastern side of a hangar, with the wind from 240°M at 18 to 25 kt. The intention was to hover taxi the aircraft to the fuel bay in order to refuel it, and a low hover was established on a heading of approximately 300°M. The helicopter was turned to the left into the direction of the wind, then further left onto an easterly heading, and a forward hover taxi was commenced. After travelling 20 to 30 yards and away from the lee side of the hangar, the helicopter yawed left and started to sink. The collective lever was raised to contain the sink, but rpm decayed and application of full throttle was not sufficient to regain the required rotor rpm. The helicopter had by now commenced to yaw right, and the collective pitch lever was lowered to restore rotor speed, or, if necessary, land. During this manoeuvre the helicopter was still yawing right when the right skid contacted soft ground and the helicopter turned over onto its nose and rotor head.