

AAIB Bulletin No: 3/94

Ref: EW/G93/12/06

Category: 2.3

Aircraft Type and Registration: Schweizer 269C, G-BRNR

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

Year of Manufacture: 1989

Date & Time (UTC): 22 December 1993 at 1500 hrs

Location: Oxford (Kidlington) Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damaged tail rotor and broken tail rotor drive shaft

Commander's Licence: Airline Transport Pilot's Licence with Flying Instructor Rating

Commander's Age: 48 years

Commander's Flying Experience: 7,290 hours (of which 1,200 were on type)
Last 90 days - 124 hours
Last 28 days - 40 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

At the end of a dual training flight, the instructor demonstrated a 60 kt autorotation with an engine-off landing and then asked the student to repeat the same exercise.

The student's entry to autorotative flight was normal but, descending through 300 feet, she allowed the speed to drop to about 50 kt. The instructor warned against any further speed reduction. The pilot initiated the flare at a lower height than normal which therefore required a fairly hard flare manoeuvre. With the instructor's hands close to the controls and the helicopter descending in the flared attitude, the student pilot suddenly pulled the cyclic-pitch control rearwards thus increasing the flare. The instructor had no time to intervene before the tailskid and tail rotor struck the ground. The instructor, having taken control, completed the landing and, seeing that the tail rotor was not rotating at its normal speed, shut down the engine and called for the helicopter to be recovered.