

AAIB Bulletin No: 10/95

Ref: EW/G95/03/19

Category: 2.3

**Aircraft Type and Registration:** Schweizer 269C, G-JHAS

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

**Year of Manufacture:** 1990

**Date & Time (UTC):** 12 March 1995 at 1806 hrs

**Location:** Rand, Lincolnshire

**Type of Flight:** Private

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

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

**Nature of Damage:** Landing gear and fuselage centre frame

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 40 years

**Commander's Flying Experience:** 388 hours (of which 88 were on type)  
Last 90 days - 9 hours  
Last 28 days - 6 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and AAIB telephone enquiries

The helicopter reportedly took off from a concrete pad with the pilot and his son on board into an 8 ft hover, facing south. The weather was good and the wind calm; ambient temperature at the surface was 8°C. The pilot commenced a spot turn to the right, intending to turn through 270° and depart to the east. While turning through approximately 020°, the pilot attempted to start transitioning into forward flight and then found that he was unable to stop the helicopter turning to the right. After approximately four revolutions, with the rotational speed increasing and the aircraft drifting off the pad at a height of around 12 feet, he elected to drop the collective. The helicopter fell onto soft wet ground slightly right skid low but remained upright. The pilot shut the aircraft down and he and his passenger vacated without injury.

The accident was not initially reported, as required by The Civil Aviation (Investigation of Air Accidents) Regulations, and came to AAIB attention in July 1995 during repair work on the helicopter. The repairer has reported that replacement of the fuselage centre frame and most of the landing gear was required as a result of the accident.

A detailed check of the aircraft by the repairer has revealed no evidence of pre-accident failure or unserviceability in the helicopter. Since repair it has flown a number of hours with no signs of yaw control problems.