

# Hughes 269C, G-BBIV

**AAIB Bulletin No: 6/99 Ref: EW/G99/04/03      Category: 2.3**

**Aircraft Type and Registration:** Hughes 269C, G-BBIV

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

**Year of Manufacture:** 1972

**Date & Time (UTC):** 5 April 1999 at 1539 hrs

**Location:** Biggin Hill Airport, Kent

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 2 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Substantial

**Commander's Licence:** Commercial Pilot's Licence (H) with Instructor Rating

**Commander's Age:** 30 years

**Commander's Flying Experience:** 1,479 hours (of which 835 were on type)  
Last 90 days - 136 hours  
Last 28 days - 55 hours

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

The instructor intended to demonstrate an engine-off landing initiated by a simulated engine failure in the climb after take off. After taking off into a surface wind of 240°/09 kt and at an airspeed of 55 kt, the instructor closed the throttle at 250 feet agl and entered autorotation. As the helicopter settled into the descent, the instructor noticed that the ground speed was less than anticipated and moved the cyclic control forward to increase the airspeed in order to provide adequate control at the flare. The flare was initiated at about 50 feet agl but the control inputs appeared to have little effect. The instructor raised the collective lever to cushion the landing but this action was insufficient to prevent the aircraft striking the ground heavily causing substantial damage to the helicopter but leaving the pilots uninjured.