

**AAIB Bulletin No: 9/95**

**Ref: EW/G95/07/05**

**Category: 2.3**

**Aircraft Type and Registration:** SE3130 Alouette II, G-BSFN

**No & Type of Engines:** 1 Turbomeca Artouste 2 C6 turbine engine

**Year of Manufacture:** 1960

**Date & Time (UTC):** 5 July 1995 at 1900 hrs

**Location:** The Alms House, Harvington, near Kidderminster

**Type of Flight:** Private

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

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

**Nature of Damage:** Damage confined to 3 main rotor blades, left skid and tail rotor guard which all require replacement

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

**Commander's Age:** 44 years

**Commander's Flying Experience:** 6,000 hours (of which 120 were on type)  
Last 90 days - 90 hours  
Last 28 days - 40 hours

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

The owner of the helicopter was the handling pilot at the time of the accident. Having recently bought the aircraft, he was undergoing familiarisation flights and had achieved 14 hours dual flying on type; he has held a Private Pilot's Licence (Helicopters) and has a total of 116 hours flying experience.

As the handling pilot reached approximately 15 feet agl during his approach to the landing site at his home, he suddenly saw a large goose fly into the rotor disc at the 10 o'clock position. There was a loud bang and the aircraft started vibrating; coincident with this, G-BSFN yawed and rolled to the left. The handling pilot acknowledged that he then overcontrolled in both cyclic and collective and the aircraft rotor blades struck some small trees. However, the commander quickly took control and landed in a clear area. The bird was later identified as a Canadian goose.