

No: 3/88

Ref: 2c

Aircraft type and registration: Agusta Bell 206B G-BUZZ

No & Type of engines: 1 Allison 250-C20 turboshaft engines

Year of Manufacture: 1969

Date and time (UTC): 6 February 1988 at 1645 hrs

Location: St Catherine Point, Isle of Wight

Type of flight: Private (business)

Persons on board: Crew — 1 Passengers — 3

Injuries: Crew — None Passengers — None

Nature of damage: Relatively minor to rotor blades tail boom and tail rotor drive shaft

Commander's Licence: Private Pilot's Licence

Commander's Age: 38 years

Commander's Total Flying Experience: 333 hours (of which 238 were on type)

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

At an altitude of 1000 feet, the pilot noticed that the engine RPM (N^2) had dropped to 96%. He attempted to "bleep" it up and pulled the collective/power lever, but it immediately fell back to 96%. Following a descending turn into wind, as the rotor RPM (N^R) was around 100%, the pilot carried out a successful autorotative descent and completed the landing with both N^2 and N^R at 60—70%.

During the landing, the main rotor struck the tail boom and severed the tail rotor drive shaft but there was no fire. Subsequent examination revealed that a pipe carrying sensing air between the compressor scroll and the power turbine governor had fractured. This would provide exactly the symptoms experienced.