

No: 12/88

Ref: EW/G88/08/03

Category: 2c

**Aircraft Type and Registration:** SA341G Gazelle 1, G-RIFF

**No & Type of Engines:** 1 Turbomeca Astazou 3A turbine engine

**Year of Manufacture:** 1974

**Date and Time (UTC):** 6 August 1988 at 1615 hrs

**Location:** near Threlkeld, Keswick, Cumbria

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

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

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

**Nature of Damage:** Substantial damage to forward/underside of the fuselage, and right side of the horizontal stabiliser

**Commander's Licence:** Private Pilots Licence (Helicopters)

**Commander's Age:** 40 years

**Commander's Total Flying Experience:** 1455 hours (of which 200 were on type)

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

The helicopter had departed Carlisle on a private VFR flight with two persons on board. The intended destination was Threlkeld, near Keswick. The visibility was good and there was no significant weather. The wind was about 8-10 kt, from a westerly direction. Before departure from Carlisle, the helicopter had been refuelled to full tanks. During descent towards the intended landing site, and at a height of about 600 feet agl, the engine failed completely. Autorotation was initiated and a landing site selected which was a (little used) road known to the pilot. A short "roll - on" landing was made on the road during which the helicopter struck a barrier which was hidden in undergrowth. This caused damage to the underside of the helicopter and to the right-hand stabiliser. Both occupants were uninjured.

Before moving the helicopter from the road the fuel was checked for water contamination, and none was found. The helicopter appeared to have been correctly refuelled at Carlisle. The gas turbine engine was free to turn and could be motored-over, but would not start up. The rotor blades were removed and the helicopter recovered to the maintenance organisation base at Stansted. The engine, together with the combined fuel controller and fuel pump were removed and returned to the manufacturer, Turbomeca, for examination.

A report is currently awaited from Turbomeca. When this is available, an update on this bulletin will be issued.