

No: 10/92

Ref: EW/G92/08/09

Category: 2c

Aircraft Type and Registration: Agusta Bell 206B Jet Ranger III, G-AWMK

No & Type of Engines: 1 Allison 250-C20 turboshaft engine

Year of Manufacture: 1968

Date & Time (UTC): 7 August 1992 at 1452 hrs

Location: Redhill Aerodrome, Surrey

Type of Flight: Private (training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Tail boom aft of the horizontal stabilisers destroyed. Tail rotor, together with its control and drive system, destroyed. Skids and mountings damaged

Commander's Licence: Student Pilot

Commander's Age: 27 years

Commander's Flying Experience: 255 hours (of which 11 were on type)
Last 90 days - 72 hours
Last 28 days - 35 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The student was carrying out a general handling exercise including landings and 'lifts to the hover' on sloping ground. The wind was 090°/10 to 15 kt and the ground sloped upwards, at a maximum angle of 4°, from east to west. The area was downwind of a substantial line of trees some 20 metres to the east.

The helicopter was facing south and the student had already achieved two successful 'right skid up slope' landings and had moved the helicopter forward and carried out another. He then lowered the helicopter to a one foot hover for a fourth landing but, as it felt a little unstable, he applied collective lever in order to return to a normal hover height. As he did so, the helicopter spun rapidly to the left through 360° and struck the ground. When the helicopter came to rest, heading 175°, the student carried out the shut-down drills. The Aerodrome Fire Service attended the scene within two minutes.

Following the accident, the lower three or four inches of the vertical stabiliser, which appeared to have been separated by the tail rotor, lay at the three o'clock position (uphill) relative to the fuselage and

there were three tail rotor slash marks, together with a small piece of the vertical stabiliser, in the eight o'clock position. The helicopter was sitting on its skids in a marked tail-down attitude with the remaining portion of the lower vertical stabiliser severely bent to the left and the entire tail assembly twisted such that the boom was widely split aft of the horizontal stabilisers.

Subsequent engineering examination of the helicopter revealed no anomalies of the control systems which could account for the accident.