

## Rotorway Executive 90, G-BUJZ

<b>AAIB Bulletin No:</b> 3/2002	<b>Ref:</b> EW/G2001/11/04	<b>Category:</b> 2.3
<b>Aircraft Type and Registration:</b>	Rotorway Executive 90, G-BUJZ	
<b>No &amp; Type of Engines:</b>	1 Rotorway RI 162	
<b>Year of Manufacture:</b>	1993	
<b>Date &amp; Time (UTC):</b>	2 November 2001 at 1100 hrs	
<b>Location:</b>	Near Purleigh, Essex	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Rotor blades bent in half. Fuselage dented. Canopy broken.	
<b>Commander's Licence:</b>	Private Pilots Licence (Helicopters)	
<b>Commander's Age:</b>	45 years	
<b>Commander's Flying Experience:</b>	131 hours (of which 18 were on type)	
	Last 90 days - 14 hours	
	Last 28 days - 12 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The helicopter had been flown from Stansted to a grass landing site near Purleigh, Essex. After about 45 minutes on the ground, the pilot and his passenger prepared to depart with the helicopter close to its maximum take-off weight. Just after lift off, the helicopter descended and struck the ground firmly on one skid before toppling on to its right side. The pilot, who was flying from the left seat, vacated the aircraft through the broken canopy, whilst the passenger climbed out through the left door; both were uninjured.

In the pilot's opinion there was no fault with the aircraft and the grass surface was firm and well maintained. He considered the most likely cause of the accident to be failure to co-ordinate collective and throttle movement, such that rotor rpm was allowed to decay just after lift off and, as a result, the helicopter descended and struck the ground.

