

Agusta 109, N18SF, 4 November 1999

AAIB Bulletin No:	4/2000	Ref:	EW/C99/11/4	Category:	2.2
Aircraft Type and Registration:	Agusta 109, N18SF				
No & Type of Engines:	2 Allison 250-C20Bturboshaft engines				
Year of Manufacture:	1983				
Date & Time (UTC):	4 November 1999 at 1633 hrs				
Location:	GKN Westland London Heliport, Battersea				
Type of Flight:	Private				
Persons on Board:	Crew - 1 - Passengers - 3				
Injuries:	Crew - None - Passengers - None				
Nature of Damage:	All four main rotor blades				
Commander's Licence:	Private Pilot's Licence (Helicopters)				
Commander's Age:	51 years				
Commander's Flying Experience:	780 hours (of which 60 were on type) Last 90 days - 60 hours Last 28 days - 6 hours				
Information Source:	AAIB Field Investigation				

The helicopter had been flown from Biggin Hill to Battersea heliport where it landed on the 'H' marked on the Final Approach and Take-Off platform (FATO) extending over the river Thames. The pilot ground taxied the helicopter from the FATO down the slight incline onto the manoeuvring area noting the signals of the marshaller to park on Spot 5. As the helicopter made a right turn to come onto the spot, the main rotor blades contacted the metal security fence on the left side damaging all four blades and the top section of the security fence. The helicopter continued to taxi onto the spot turning to the right and stopping short of the normal parking position. The aircraft was shutdown and the pilot and passengers left the aircraft by the normal exits.

A yellow hatched taxi line is marked on the manoeuvring area indicating the direct route from the FATO to Spot 5, which is delineated by a 13 meter diameter yellow circle. This line meets the circle on a generally southerly heading. The edge of the circle is 4.33 meters from the fence at the nearest point. The main rotor disc diameter is 11 meters. No taxi line is marked for the route taken by the helicopter, which was making a right turn to park on a northerly heading.

The helicopter was manoeuvred too far to the south before making the right turn and consequently the main rotor blades struck the security fence.