

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Guimbal Cabri G2, G-CILU
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-J2A piston engine
<b>Year of Manufacture:</b>	2015 (Serial no: 1092)
<b>Date &amp; Time (UTC):</b>	29 June 2016 at 1536 hrs
<b>Location:</b>	Cotswold (Kemble) Airport, Gloucestershire
<b>Type of Flight:</b>	Training
<b>Persons on Board:</b>	Crew - 2                      Passengers - None
<b>Injuries:</b>	Crew - None                      Passengers - N/A
<b>Nature of Damage:</b>	Damaged main rotor blades, landing skids, fuselage and tail
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	48 years
<b>Commander's Flying Experience:</b>	2,208 hours (of which 1,290 were on type) Last 90 days - 95 hours Last 28 days - 15 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

## Synopsis

The student pilot was flying a downwind 'quick-stop' manoeuvre as part of a dual training flight. The helicopter lost height suddenly during the turning manoeuvre and the instructor was unable to prevent the main rotor blades from striking the ground.

## History of the flight

The helicopter was engaged on a training flight with a student pilot and his instructor on board. At the time of the accident, it was operating within the airfield perimeter, to the south of Runway 08/26. The weather was fine, with a surface wind from 220° at 15 to 25 kt.

The student was tasked to fly a downwind 'quick-stop' manoeuvre, which required that the helicopter first be established in downwind flight at 30 ft agl and 60 kt IAS. The intended profile for the manoeuvre was a left turn and flare, bringing the helicopter to a hover headed into wind.

The manoeuvre proceeded normally until the mid-point of the turn, when the low rotor rpm warning horn sounded and the helicopter descended rapidly. The instructor later reported that the student had 'over pitched' the main rotor blades in response to a sudden loss of height which was induced by turbulence.

As the warning horn sounded, the instructor announced “I HAVE CONTROL” and attempted to level the helicopter. The student pilot appeared not to release the controls immediately which, combined with the very limited time available, meant that the instructor was unable to regain controlled level flight before the main rotor blades struck the ground.

The helicopter skidded upright over the grass surface before coming to a stop. The occupants, who were uninjured, vacated the helicopter through the main doors.