

Aircraft Type and Registration:	Enstrom 280C Shark, G-BGWS	
No & Type of Engines:	1 Lycoming HIO-360-E1AD piston engine	
Year of Manufacture:	1976	
Date & Time (UTC):	22 April 1995 at 1355 hrs	
Location:	Bonehurst Farm, Bramley, Surrey	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to tail rotor, tail rotor gearbox and drive shafts, and vertical stabilisers	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	32 years	
Commander's Flying Experience:	189 hours (of which 169 were on type) Last 90 days - 1 hour Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot and telephone enquiries to the insurance and overhaul agencies involved	

The aircraft had been flown without incident from Goodwood Airfield to a private landing site near Dunsfold, where it was shut down. A little over 1 hour later, at 13:40 hrs, the aircraft departed for a 20 minute flight in the local area, carrying the pilot and one passenger.

The pilot reported that as he approached his turning point just short of Guildford, "a split second yaw occurred, almost as if it were turbulence". The engine indications were checked and found to be normal. Shortly afterwards, while passing overhead Bramley, the engine suddenly failed and the pilot executed an immediate autorotative forced landing into a field. During the flare and touchdown, the tail struck the ground causing damage to the tail rotor, vertical stabilisers, and associated components. Neither occupant sustained injury.

The aircraft was subsequently recovered by road to its maintenance base. The maintenance organisation reported that the engine was visually inspected and a fuel drain sample taken, with nothing unusual being found. After removal of the damaged tail rotor drive system components, the

engine was started and ran normally. The fuel system and magneto were removed and taken to an approved overhaul agency where they were subject to rig testing and more detailed examination; all components functioned satisfactorily. To date, no explanation for the engine failure has been found.

A review of UK incident/accident reports involving engine failures on Enstrom helicopters of all types yielded two instances of engine failure for which no satisfactory explanation could subsequently be found. Of these, one occurred as the collective lever was being lowered and the throttle closed during a practice autorotation; the other failure led to a satisfactory forced landing, the aircraft subsequently being flown out.