AAIB Bulletin No: 6/95 **Ref: EW/G95/04/15** **Category: 2.3**

Aircraft Type and Registration:	Bell 47G-4A, G-OEMH
No & Type of Engines:	1 Lycoming VO-540-B1B3 piston engine
Year of Manufacture:	1969
Date & Time (UTC):	19 April 1995 at 1005 hrs
Location:	Leicester Airport
Type of Flight:	Private (Training)
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Substantial damage to airframe and rotors
Commander's Licence:	Airline Transport Pilot's Licence (Helicopters) with Instructor Rating
Commander's Age:	37 years
Commander's Flying Experience:	2,900 hours (of which 350 were on type) Last 90 days - 180 hours Last 28 days - 55 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The weather was good with scattered cloud at 3,000 feet agl and a surface wind of 270°/08 kt. The student pilot under instruction had completed 13 hours of his Private Pilot's Licence and this flight was to include hovering, takeoffs, landings and transition training. Prior to the flight the Instructor had discussed with the student the fact that the student had not been applying enough left tail rotor pedal as he raised the collective lever. After taking off from Costock, the crew positioned at Leicester Airport to practice hovering. At Leicester, as the student commenced his lift-off, the Instructor considered that G-OEMH was being well controlled with a constant heading being maintained into wind. However, the helicopter suddenly seemed to descend very quickly from the low hover to the ground, and to rotate viciously to the left; as the Instructor attempted to regain control, G-OEMH rolled to the left and the retreating main blade tip struck the ground. The Instructor was aware of substantial damage, but he managed to stop the helicopter rolling over and then switched off the electrics. Both crew members escaped with no injuries through their respective doors.

Following the accident, the Instructor inspected the wreckage and stated that he found the left pedal fully depressed. He considered that the initial control problem was caused when the student lowered the collective lever while simultaneously applying left pedal following which the Instructor was unable to contain the situation.