No: 11/87 Ref: 2b

Aircraft type

and registration: SA 365 C1 Dauphin G-BJKA

No & Type of engines: 2 Turbomeca Arriel 1A-1 turboshafts

Year of Manufacture: 1978

Date and time (UTC): 12 July 1987 at 0700 hrs

Location: Emberton, Nr Cranfield, Bedfordshire

Type of flight: Public Transport (positioning)

Persons on board: Crew -1 Passengers - None

Injuries: Crew — None Passengers — N/A

Nature of damage: Damage to left landing skid, pitot tubes and undersurface of

fuselage

Commander's Licence: Airline Pilot's Licence (Helicopters)

Commander's Age: 31 years

Commander's Total

Flying Experience: 2670 hours rotary wing (of which 1345 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot and further

enquiries by AIB.

The helicopter had been flown from its base at Blackpool to Cranfield on the day prior to the accident. On arrival its fuel state was 220 kg and it was not re-fuelled. The commander received a briefing on his task for the next day at 1945 hours, after the airfield had closed for the day. He took off from Cranfield at 0600 hrs, with the same fuel state, and landed at Luton. After some delay, he collected 12 passengers and flew them to the motor racing circuit at Silverstone, Because the British Grand Prix was being held that day and there was intensive aerial activity associated with it, pilots had to adhere to slot times allocated for their arrivals at Silverstone. The commander disembarked his passengers and then, as briefed, departed for Cranfield where he was to re-fuel. The commander states that as he cleared the Silverstone circuit, he was aware of a low fuel state and after a few minutes he was alerted by a fuel low level warning light. He realised that this meant that he could expect at least a further 5 minutes of twin engined flight and he elected to continue to Cranfield. When in sight of the airfield, the second fuel low level light came on and the commander decided to land in a field. During the approach to land the left engine flamed out and then, at a height of about 30 ft as the aircraft was flared for landing, the right engine flamed out. A firm engine off landing in the field resulted in minor damage to the helicopter.