

No: 1/89

Ref: EW/G88/11/02

Category: 2c

Aircraft Type and Registration: Hughes 269C, G-BOXS

No & Type of Engines: 1 Lycoming H10-360 D1A piston engine

Year of Manufacture: 1974

Date and Time (UTC): 14 November 1988 at 1440 hrs

Location: Near Sywell Aerodrome, Northampton

Type of Flight: Training

Persons on Board: Crew - 2 Passengers - None

Injuries: Crew:-None Passengers:- N/A

Nature of Damage: Substantial damage to the landing gear and cabin floor. Tail boom severed. Main rotor blades damaged beyond repair. Transmission shock loaded.

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

Commander's Age: 33 years

Commander's Total Flying Experience: 3514 hours (of which 372 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The student pilot had just started the recovery from a forced landing practice, on an easterly heading, with a surface wind, estimated to be about 10 kt from the north-west. At about 150 feet agl, the instructor noted that the airspeed had been allowed to reduce from 55 kt to 40 kt, and so he took control, lowered the nose, applied collective and increased power. He was, however, unable to prevent the aircraft striking the ground with a high vertical speed, albeit in a level attitude with some forward speed. The subsequent bounce, estimated to be about 10 feet, was accompanied by a nose-down pitch which was immediately corrected by an aft movement of the cyclic. The main rotor then struck the tail boom, severing the tail rotor drive shaft. A yaw to the right developed which stopped when the throttle was closed. The aircraft was now flying backwards, and came to rest in a hedge about 100 yards to the east of the impact point.

There was no fire and both pilots, who were wearing full upper torso restraint, escaped without injury.