Agusta Bell 206B, G-FINS

AAIB Bulletin No: 7/99 Ref: EW/G99/04/16   Category: 2.3

Aircraft Type and Registration:	Agusta Bell 206B, G-FINS
No & Type of Engines:	1 Allison 250-C20 turboshaft engine
Year of Manufacture:	1975
Date & Time (UTC):	23 April 1999 at 1500 hrs
Location:	Ingleby, near North Saxilby, Lincolnshire
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - None
Injuries:	Crew - Minor - Passengers - N/A
Nature of Damage:	Aircraft destroyed
Commander's Licence:	Private Pilot's Licence (Helicopters)
Commander's Age:	44 years
Commander's Flying Experience:	296 hours (of which 176 were on type)
	Last 90 days - 4 hours
	Last 28 days - 1 hour
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot had flown from Spalding to his farm at Ingleby, Lincolnshire. He approached one of his fields at a speed estimated to be between 20 to 30 kt with the intention of checking some crops. He then flew along the field at an estimated height of 20 to 30 feet before striking some electricity power cables. The pilot reported that did not see the cables prior to hitting them. The cables ran at right angles to the pilot's flight path and were suspended 20 feet above the ground. The main rotor blades were torn off by the cables. The pilot lost control of the helicopter which struck the ground and came to rest on its left side. The pilot, who received minor injuries, vacated through the windscreen that had disintegrated on impact. An air ambulance crew attended the crash site and they selected the fuel and the electrics to OFF.

At the time of the accident the pilot reported the weather conditions as a light south easterly wind, visibility reasonable but dull with cloud at 1,500 to 2,000 feet. The 1450 hours weather report at RAF Waddington, located 10 nm to the south east, was: surface wind 140 at 10 kt, visibility 9,000

metres in light rain, a few clouds at 1,000 feet, broken cloud at 1,400 feet and overcast at 4,000 feet, the temperature was +11°C and the dew point +9°C.