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**ACCIDENT**

<b>Aircraft Type and Registration:</b>	EC120B Colibri, G-FEDA	
<b>No &amp; Type of Engines:</b>	1 Turbomeca Arrius 2F turboshaft engine	
<b>Year of Manufacture:</b>	2000	
<b>Date &amp; Time (UTC):</b>	4 June 2011 at 1653 hrs	
<b>Location:</b>	Redhill Aerodrome, Surrey	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 2
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - 2 (Minor)
<b>Nature of Damage:</b>	General damage to fuselage; main blades, tail section, skids and floats all detached	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	32 years	
<b>Commander's Flying Experience:</b>	126 hours (of which 41 were on type) Last 90 days - 17 hours Last 28 days - 4 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Control was lost during a turn whilst hover taxiing in gusting wind conditions. The right skid contacted the ground, causing the helicopter to roll onto its side.

**History of the flight**

The helicopter was hover taxiing towards its allocated landing pad beside a hangar. The wind at the time was described as north-easterly at 9 kt, gusting to 21 kt. The pilot stated that as he approached the landing pad he applied left yaw pedal to turn left. The helicopter responded but continued to turn beyond the desired heading. The pilot applied right pedal in an attempt to stop the turn, but the helicopter continued to rotate at an increasing rate until control was lost. The right skid

contacted the ground, causing the helicopter to roll onto its right side and the main rotors to strike the ground. When the helicopter came to rest, the pilot applied the rotor brake and fuel shutoff lever before jettisoning the front left door and assisting his passengers.

**Cause**

The pilot believed the initial left turn had allowed the helicopter's tail to be pushed by the wind, rotating it further and more rapidly than intended. He applied insufficient right yaw pedal to compensate, allowing the rate of turn to accelerate sufficiently for control to be lost.