

## Gazelle Mk 3, G-CBZL

<b>AAIB Bulletin No: 2/2004</b>	<b>Ref: EW/G2003/11/14</b>	<b>Category: 2.3</b>
<b>Aircraft Type and Registration:</b>	Gazelle Mk 3, G-CBZL	
<b>No &amp; Type of Engines:</b>	1 Turbomeca Astazou 3N2 turboshaft engine	
<b>Year of Manufacture:</b>	1984	
<b>Date &amp; Time (UTC):</b>	22 November 2003 at 1408 hrs	
<b>Location:</b>	Near Mouswald, southeast of Dumfries, Scotland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - 1 minor	Passengers - N/A
<b>Nature of Damage:</b>	Major damage to G-CBZL and damage to electrical cables	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	55 years	
<b>Commander's Flying Experience:</b>	92 hours (of which 23 were on type)	
	Last 90 days - 22 hours	
	Last 28 days - 5 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot had flown to Carlisle to refuel before flying onwards to a private landing site near Mouswald. The weather was good with a light and variable surface wind and clouds FEW at 4,000 feet amsl. As the pilot had not previously flown to the site, he flew a 360° survey of the site and saw a line of electricity poles running north-west to south-east and parallel with a major road.

With the cables in sight, the pilot made his approach in a south-easterly direction and to the right of the cables. Towards the final stage of his approach, he was aware of the decreased visibility due to the low winter sun but had visual contact with his planned landing position. However, as he commenced transition to the hover, he suddenly saw cables directly ahead. He applied collective and rearward cyclic control but struck the cables; the tail section of G-CBZL detached after being struck by the main rotor and the subsequent ground contact was hard. The pilot later found that his helicopter had struck cables comprising a single span spur to an engineering workshop, which was located to the left of his approach path.