

SUMMARY IN ENGLISH

The flight started from a site for helicopter operations at Länna south of Stockholm. The helicopter had previously been moved out from a nearby hangar and was placed on a so-called helicopter dolly. A wheel loader that had been used during the move was parked less than seven metres in front of the helicopter.

The pilot had planned to make the take-off with a distinct liftoff to get off from the dolly and to reduce the risk of sliding off it. The pilot has stated, that just before the take-off, he felt some uncertainty about the characteristics of the helicopter type. He has further stated that he raised the collective lever while he pressed on the left control pedal.

During the take-off, the helicopter immediately began to move forward, and at the same time started to turn rapidly to the left. According to the pilot, the helicopter rotated to the left around its yaw axis one and a half turn and then the tail section collided with the parked wheel loader. The pilot lowered the collective lever and after rotating an additional 360 degrees, the helicopter struck the ground and finally stopped near a hangar.

The pilot was not injured at the accident. However, the helicopter was substantially damaged at the tail section and at all the main rotor blades, also the right skid was damaged.

The pilot had limited experience of the helicopter type and had only 2 hours of flight time during the last 90 days. He had his previous main experience from another helicopter type where the direction of rotation of the main rotor cause a torque, which at take-off, needs to be compensated with pedal pressure on the left control pedal, in contrary to the current type where the torque needs to be compensated by means of the right control pedal.

The site had limited obstacle clearance and the fact that the helicopter was placed on a helicopter dolly meant that the take-off had a relatively high degree of difficulty. Nothing in the investigation indicates that a technical issue with the helicopter could have contributed to the accident.

The accident was caused by the pilot's compensation with the control pedals during the take-off was done in such way that the helicopter's yaw to the left came to be increased instead of being counteracted. This resulted in loss of control of the helicopter.

The pilot's limited experience of the helicopter type and his low flight trim contributed to the accident.

The limited obstacle clearance, which was caused by a wheel loader being parked near the helicopter, contributed to the extent of the damage.

Safety recommendations

None.