

Claim	: 10547 AAV
Aircraft	: Bell 206 L-3 helicopter
Location	: Toluca International Airport, State of Mexico
Being offered	: As is where is
Contact Information	: Pablo Bañuelos Marquez; pablobanuelos@ifasoc.com



Aircraft Details

Serial number 51208; it has a total of 6,033 flight hours since new. The Rolls-Royce 250C engine, serial number CAE-895915, has a total of 3,648 flight hours since new. The helicopter is in the facilities of Taller Aeronáutico e Industrial (TAI) at the Toluca International Airport, State of Mexico.

Accident Circumstances

On 29th January 2016, while providing top-cover protection for another Bell 206 helicopter during a defoliating-spray operation to destroy poppy plantations, 42 nautical miles southwest of Ciudad Altamirano, Guerrero, the pilot reported that he had heard an unusual noise coming from the engine; so, he decided to land beside a river to check the helicopter condition. But, in his hurry to land, the pilot touched down on uneven rocks and his subsequent over-controlling caused a main rotor blade to hit the upper wire cutter.

Since the site of the accident is in an area controlled by gangs that protect opium poppy plantations, the Army mounted a rescue operation to recover the helicopter in the shortest possible time: firstly, in a Mi-17 helicopter to Military Air Base (BAM) #7, Pie de la Cuesta, Guerrero; and, from there, to the Air Force maintenance depot in Tlajomulco de Zuñiga, Jalisco, inside a Casa 295 aircraft. In their hurry to move the aircraft before sunset, the ground crew removed the main rotor, engine, transmission, tail rotor hub, vertical stabilizer, tail boom and landing gear without a crane and enough equipment to carry out the manoeuvres properly; subsequently, the personnel roughly handled the helicopter into the rescue aircraft.

Aircraft Damage

Please refer to the photographs

Due to the heavy landing, the helicopter sustained damage to: the main rotor hub assembly (including the pitch links); the swashplate assembly; one main rotor blade; the upper wire cutter. In addition, the engine and transmission require sudden stop inspections.

As a result of the rescue operation the two lower windshields broke, and the belly shell structures have multiple scratches and gouges in the honeycomb structure.



