

## Robinson R44, G-SJDI

**AAIB Bulletin No:** 9/2000      **Ref:** EW/G2000/06/14      **Category:** 2.3

**Aircraft Type and Registration:** Robinson R44, G-SJDI

**No & Type of Engines:** 1 Lycoming O-540-F1B5 piston engine

**Year of Manufacture:** 1999

**Date & Time (UTC):** 16 June 2000 at 0945 hrs

**Location:** Liverpool Airport

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - 1

**Injuries:** Crew - None - Passengers - None

**Nature of Damage:** Skids and body panels damaged

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 28 years

**Commander's Flying Experience:** 76 hours (of which 10 were on type)  
Last 90 days - 21 hours  
Last 28 days - 4 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The pilot had just completed a dual check in the helicopter with an instructor for some 15 to 20 minutes. Dual controls were then removed and a passenger was seated in the left hand seat. The pilot carried out his pre-flight checks and, in a change from normal procedure, decided to get taxi instructions from Air Traffic Control before he lifted off.

Once he had received taxi instructions he lifted into the hover at approximately 12 feet above the ground. The helicopter began to drift towards a parked helicopter and as the pilot tried to correct this he realised that the cyclic friction was still on. He attempted to free the friction by taking his left hand off the collective lever but the helicopter immediately lost height. The pilot returned his left hand to the lever and applied power to arrest the descent but the helicopter spun around to the left. Realising he had lost control he lowered the lever and the helicopter hit the ground hard and continued to spin to the left for one or two turns.

Once the helicopter had come to rest the pilot shut it down. Both he and his passenger were able to vacate the helicopter normally but one skid had broken and there was further damage to the body panels.