

Robinson R22 Beta, G-LOLO, 22 May 1998 at 1608 hrs

AAIB Bulletin No: 8/98 Ref: EW/G98/05/30 Category: 2.3

Aircraft Type and Registration: Robinson R22 Beta, G-LOLO

No & Type of Engines: 1 Lycoming O-320-B2C piston engine

Year of Manufacture: 1991

Date & Time (UTC): 22 May 1998 at 1608 hrs

Location: Bournemouth International Airport

Type of Flight: Private (Training)

Persons on Board: Crew - 1 - Passengers - None

Injuries: Crew - None - Passengers - N/A

Nature of Damage: Damaged beyond economic repair

Commander's Licence: Student Pilot

Commander's Age: 34 years

Commander's Flying Experience: 31 hours (of which 30 were on type)
Last 90 days - 13 hours
Last 28 days - 3 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and an inspection of the helicopter by the AAIB

The student pilot, who was in current practice on the helicopter, had completed a ten minute dual check prior to his second solo flight, this check was completed to a satisfactory standard. The student was then briefed to conduct hover practice over a grass area to the south-east of the threshold of Runway 17. There was no significant cloud or weather, the visibility was in excess of 10 km and the surface wind was 240°/05 kt.

The pilot had completed a series of spot turns and a sideways flight exercise when he interrupted his flight to monitor the progress of a light aircraft which taxied past on Runway 17, he monitored this aircraft whilst remaining in the hover. When that aircraft was well clear the pilot manoeuvred the helicopter to face into the prevailing wind at a height of approximately 6 feet. The helicopter

then began to yaw to the right. The pilot was unable to arrest the yaw and, as the nose came up, he applied forward cyclic and raised the collective lever. The aircraft continued the yaw through approximately 720°, it then rolled to the right and struck the ground before coming to rest. The pilot selected the fuel, electrics and magnetos to 'off' and climbed out of the aircraft through the broken windscreen; the pilot was uninjured.

The accident occurred out of sight of the tower but was immediately reported by another aircraft; the airfield fire services were alerted and soon arrived at the site. The helicopter was inspected by the repair agency and no evidence of a pre-impact failure was found. An inspection by the AAIB confirmed there was no evidence of loss of the tail rotor drive or failure of the tail rotor control system. With commendable honesty the pilot assessed the cause of the accident as the possible application of incorrect pedal to control a minor yaw transient.