

# Robinson R22 Beta, G-FISS, 31 March 1996

**AAIB Bulletin No: 6/96 Ref: EW/G96/03/11 Category: 1.3**

**Aircraft Type and Registration:** Robinson R22 Beta, G-FISS

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

**Year of Manufacture:** 1991

**Date & Time (UTC):** 31 March 1996 at 0906 hrs

**Location:** Redhill Aerodrome, Surrey

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 2 Passengers - None

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

**Nature of Damage:** Extensive

**Commander's Licence:** Airline Transport Pilot's Licence with Instructor Rating

**Commander's Age:** 60 years

**Commander's Flying Experience:** 14,938 hours (of which 4,418 were on type)

Last 90 days - 65 hours

Last 28 days - 30 hours

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

The handling pilot held a Private Pilot's Licence (Helicopters), with a total of 138 hours experience, all on type. He was undertaking an annual check flight, under the auspices of an instructor. For the final exercise, it was intended to carry out a simulated engine-off landing onto the grass landing area HTA1 at Redhill. The exercise proceeded normally until the landing flare, about two feet above the ground, with about 10 knots forward speed and no skid or drift.

The instructor reported that at this point the helicopter yawed about 40° to the left, inducing right drift. He applied maximum right pedal input, but found no response because the handling pilot's shoe had caught under the end of the right pedal. The helicopter touched down still drifting to the right. It rolled over onto its right side. Despite leakage of fuel, there was no fire. All switches were turned off and both occupants vacated via the upper (left) door. The fuel was then switched off.

The instructor considered that the initial yaw had been caused by an unintentional left pedal input by the handling pilot during the flare, aggravated by what he considered to be inappropriate footwear which prevented the application of corrective pedal input.

The handling pilot commented that he was wearing an "ordinary" commercial brand of training shoes, size 8.5, and that a small ridge of rubber on the side of a shoe had become jammed in the small gap between the yaw pedals in the helicopter.

The weather at the time was fine, with a surface wind from 330°/2 knots.