

# Robinson R22 Beta, G-BPEW

## AAIB Bulletin No: 1/97 Ref: EW/G96/10/08 Category: 2.3

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-BPEW
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine
<b>Year of Manufacture:</b>	1988
<b>Date &amp; Time (UTC):</b>	10 October 1996 at 1320 hrs
<b>Location:</b>	Near Popham, 4 miles south-west Basingstoke
<b>Type of Flight:</b>	Private
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Abrasion damage to main rotor blades, control rod and canopy plus arcing damage to main rotor swash plate
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	67 years
<b>Commander's Flying Experience:</b>	623 hours (of which 71 were on type) Last 90 days - 15 hours Last 28 days - 4 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot landed the rented helicopter in a large field adjacent to a hotel car park. The approaches to the field are obstructed by the hotel on one side and by 11 kV power cables on the other three sides. On departure the pilot was aware of the power cables on two sides of the field but he did not notice the power cables on the third side which happened to be upwind of the landing spot and about 30 feet above the ground. The pilot took off into wind and the aircraft struck the cables which bounced off the top of the canopy into the main rotor mast. The pilot had seen the cables at the last moment but he had insufficient time to take avoiding action. Realising that the helicopter had suffered a wire strike, he was able to land without difficulty in another nearby field. He then informed the operating company who recovered the machine by road.

The power cables were dark in colour and they were difficult to see from the ground because they blended in with a line of trees in the distance.