

<b>No:</b> 11/89	<b>Ref:</b> EW/G89/09/04	<b>Category:</b> 2c
<b>Aircraft Type and Registration:</b>	Robinson R-22, G-BOEV	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine	
<b>Year of Manufacture:</b>	1988	
<b>Date and Time (UTC):</b>	7 September 1989 at 1416 hrs	
<b>Location:</b>	Redhill aerodrome, Surrey	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Aircraft destroyed	
<b>Commander's Licence:</b>	Student Pilot	
<b>Commander's Age:</b>	22 years	
<b>Commander's Total Flying Experience:</b>	41 hours (of which 12 were on type)	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

During a solo circuit training flight the pilot brought the helicopter to a hover before making another circuit. He checked that the engine instruments indicated normal readings. After lift-off, in the latter stages of transition, the low main rotor rpm warning horn sounded. The pilot opened the throttle and lowered the collective lever a little and the warning ceased but, a few moments later at about 100 feet agl as he attempted to re-establish the climb, the horn sounded again and the helicopter started to descend. Further opening of the throttle failed to stop either the horn warning or the descent and so the pilot lowered the collective lever and transmitted a distress message. Immediately after this the helicopter struck the ground in a level attitude and ran on for a short distance before somersaulting and coming to rest on its right side. The pilot left the helicopter through the broken windscreen.

Subsequent examination of the wreckage showed that the carburettor heat control was in the fully hot position.