

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-IONE	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-J2A piston engine	
<b>Year of Manufacture:</b>	2005	
<b>Date &amp; Time (UTC):</b>	12 November 2005 at 1620 hrs	
<b>Location:</b>	Private landing site at East Kilbride, Scotland	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damaged beyond economic repair	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	43 years	
<b>Commander's Flying Experience:</b>	96 hours (all on type) Last 90 days - 8 hours Last 28 days - 8 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was prepared for takeoff, whilst positioned directly into the surface wind of 300° at 10 kt, on a private tarmac landing site. After receiving a clearance from Glasgow Approach to depart for a local flight, the pilot lifted the aircraft into the hover. As he stabilised the helicopter in the hover the pilot felt uncomfortable in what he perceived to be a crosswind component from the left. He decided to lower the helicopter back onto the ground but in doing so allowed some roll to develop

and landed on the right hand skid. The roll continued and the aircraft came to rest on its right hand side. The pilot, who was uninjured, was able to vacate the aircraft through the normal exit.

Adjacent to the landing site, and directly upwind at the time of the accident, are some large storage sheds that may have generated an unexpected crosswind component.