

# Robinson R22 Beta, G-BWAK, 11 August 1996

## AAIB Bulletin No: 10/96 Ref: EW/G96/08/09 Category: 2.3

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-BWAK
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine
<b>Year of Manufacture:</b>	1994
<b>Date &amp; Time (UTC):</b>	11 August 1996 at 1200 hrs
<b>Location:</b>	Cliff Park Hall, Rushden Spencer, Staffordshire
<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>	Substantial damage to tail boom and tail rotor
<b>Commander's Licence:</b>	Private Pilot's Licence
<b>Commander's Age:</b>	43 years
<b>Commander's Flying Experience:</b>	500 hours (of which 90 were on type) Last 90 days - N/K Last 28 days - N/K
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The pilot had flown to a friend's property and this would be his first landing at that location; in preparation, his friend had placed a sheet of cardboard on an area he considered suitable for landing. The weather was good with a surface wind of 090°/20kt. Having completed aerial surveys at both 500 feet and 200 feet agl, the pilot decided that the designated landing area was too confined by trees. He selected another area, approximately 100 metres north of the original site, and made a normal approach into wind to a low hover. Once established in the hover, he realised that this new area was not ideal being on a slope, with moderate length grass and an uneven surface. The pilot attempted to touchdown but re-established in the hover when he became uneasy about the landing site. He then hover-taxied to the original landing area but noticed that the ground there was also not ideal. Additionally, as he approached this area, the cardboard marking the site was blown into the air and caused the pilot some concern. He hovered clear and then noted that there was a driveway some 30 metres to the east; this appeared to be clear of trees and seemed to be a more suitable landing site.

However, when he hovered overhead, he was unhappy about the quality of the ground and continued in an easterly direction into an adjacent field. As he did so, his passenger shouted "Look out wire"; the pilot immediately pulled back on his cyclic control and lowered his collective lever. The main rotor of G-BWAK made contact with and cut the telephoner wire, and the tail boom struck the ground.

The pilot assessed the cause of the accident as a combination of factors; he acknowledged his carelessness but considered that this resulted from the difficulty of the landing site, his desire to land and the surface wind.