

ACCIDENT

Aircraft Type and Registration:	Robinson R22 Beta, G-BXUC	
No & Type of Engines:	1 Lycoming O-320-B2C piston engine	
Year of Manufacture:	1988 (Serial no: 908)	
Date & Time (UTC):	22 September 2011 at 1500 hrs	
Location:	Gloucestershire Airport	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Tailboom and supporting structure damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	26 years	
Commander's Flying Experience:	n/k hours (of which n/k were on type) Last 90 days - n/k hours Last 28 days - n/k hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

After landing the pilot hover-taxed the helicopter to the apron close to the helicopter operator's facilities. He then attempted to throttle back but inadvertently increased the engine power this, combined with a left yaw pedal input which had been applied during the landing, caused the helicopter to rotate rapidly to the left. It completed approximately six horizontal rotations before the pilot was able to regain control. The helicopter came to rest upright with the rear of the landing skids embedded in grass at the side of the apron, see Figure 1. The skin of the helicopter's tailboom had buckled and its supporting structure had become distorted. The pilot was uninjured.



Figure 1

Ground marking produced by G-BXUC during the incident