
ACCIDENT

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|----------------------------------------|---------------------------------------------------------------------------------------------|-------------------|
| Aircraft Type and Registration: | Robinson R22 Beta, G-OTOY | |
| No & Type of Engines: | 1 Lycoming O-320-B2C piston engine | |
| Year of Manufacture: | 1988 | |
| Date & Time (UTC): | 28 April 2008 at 1600 hrs | |
| Location: | Wellesbourne Airfield, Warwickshire | |
| Type of Flight: | Training | |
| Persons on Board: | Crew - 1 | Passengers - None |
| Injuries: | Crew - 1 (Minor) | Passengers - N/A |
| Nature of Damage: | Damaged beyond economic repair | |
| Commander's Licence: | None | |
| Commander's Age: | 53 years | |
| Commander's Flying Experience: | 41 hours (of which 14 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 and further enquiries by the AAIB | |

Synopsis

While hover taxiing out to the helicopter training area the helicopter descended and bounced twice on grass before touching down for a third time. The helicopter's skids dug in, causing the helicopter to tip over and the rotors to impact the ground. The student vacated the helicopter with a small cut to his head.

History of the flight

At the time of the accident Runway 23 was in use at Wellesbourne Airfield, Warwickshire and the wind was from 210-230° at 8-12 kt. Prior to the accident flight the student pilot had completed an instructional sortie during which the instructor had highlighted and demonstrated the extra power required to taxi and transition downwind.

The instructor subsequently briefed the student for solo circuits and hovering practice before he vacated the helicopter with the rotors running.

The instructor then watched the student lift into the hover before taxiing at a slow speed towards the helicopter training area at approximately 6 ft agl. After crossing Runway 23 the instructor saw the helicopter turn downwind and descend. It bounced twice on the grass before touching down for a third time. As it did, the helicopter's skids dug in causing the helicopter to tip over and the rotors to impact the ground. The student vacated the helicopter with a small cut to his head.

The student stated that as he was hover taxiing the nose of the helicopter raised. He overcorrected this with the cyclic and the aircraft turned left downwind. He tried to correct this with right pedal but the helicopter then lost height and dug into the soft ground before tipping over.

The instructor stated that the student offered no explanation as to why the helicopter descended unchecked during the hover taxi.