

No: 10/91 **Ref:** EW/G91/08/05 **Category:** 2c

Aircraft Type and Registration: Robinson R22 Beta, G-BRMO
No & Type of Engines: 1 Lycoming O-320-B2C piston engine
Year of Manufacture: 1989
Date & Time (UTC): 2 August 1991 at 1637 hrs
Location: Clement's Farm, Brickendon, Hertfordshire
Type of Flight: Private
Persons on Board: Crew - 1 Passengers - None
Injuries: Crew - None Passengers - N/A
Nature of Damage: Aircraft destroyed in heavy landing
Commander's Licence: Student Pilot
Commander's Age: 33 years
Commander's Flying Experience: 34 hours (of which 4 were on type)
Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was engaged on a training navigation exercise from Stapleford Tawney to Earls Colne, a distance of some 26 nm on a track of 055°, passing 4 nm to the south-east of the Stansted SRZ. The surface wind was 240°/08 kt, visibility was in excess of 10 km and there were 3 octas of cloud at 1,500 ft.

During the flight the pilot found his visibility obscured by haze. He became uncertain of his position and decided to return to Stapleford by turning on to a heading of 235°, where he stated that his forward visibility was impaired by glare from the sun. At this stage he called Stapleford Radio and discussed his situation with his instructor but, despite a discussion of prominent local landmarks, the pilot was still unable to establish his position. By this time his fuel state was low and his instructor approved a precautionary landing.

The pilot found a suitable field and overflew it twice to confirm its suitability. He saw power cables across the eastern side of the field and picked a landing site well away from them. He made his approach from the south through a gap in a line of trees, turned right and moved to his selected site. This manoeuvre left him in the hover but facing downwind. As he turned into wind his tail rotor struck another set of power cables that had not been visible to him during his pre-landing

reconnaissance. After the accident the pilot said that the poles carrying the cables he struck were concealed by trees and that the cables themselves blended with the background.

The aircraft landed heavily but remained upright on its skids, and he was able to leave the aircraft in the normal way.

After turning to return to Stapleford the aircraft entered the Stansted SRZ and gave rise to an airspace infringement report. It was seen to enter the zone 3 nm north of Andrewsfield tracking WSW, cross the extended centreline of runway 23 and continue on the same track until it left radar cover north of Brookmans Park.