

Robinson R22 Beta, G-HVRS, 27 February 1996

AAIB Bulletin No: 8/96 Ref: EW/G96/04/15 Category: 1.3

Aircraft Type and Registration: Robinson R22 Beta, G-HVRS

No & Type of Engines: 1 Lycoming O-320-B2C piston engine

Year of Manufacture: 1989

Date & Time (UTC): 27 February 1996 at 1100 hrs

Location: Leeds (Coney Park) Heliport

Type of Flight: Private (Training)

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to tail rotor and gearbox

Commander's Licence: Private Pilot's Licence with

Assistant Flying Instructor Rating

Commander's Age: 35 years

Commander's Flying Experience: 438 hours (all on type)

Last 90 days - 27 hours

Last 28 days - 18 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The helicopter was on a short repositioning flight across the landing site for refuelling purposes. The instructor was accompanied by one of the helicopter operator's employees who was undergoing training for his PPL, having reached the stage of take off and landing exercises.

The student was "following through" on the controls throughout. The take-off was uneventful and the instructor remained the handling pilot as the helicopter skids touched down on the concrete landing pad. The instructor reported that, with the collective two thirds down and the rotor speed beginning to drop, the student applied full right pedal and aft cyclic stick. This caused the helicopter to yaw right through 90° and to move backward some six feet. The instructor fully lowered the lever and closed the throttle, but was unable to arrest the movement of the helicopter before its tail rotor struck the windscreen pillar of a parked Land Rover fire/rescue vehicle.

The accident was not initially reported to AAIB by either the pilot or the operator, as is required under the Civil Aviation (Investigation of Air Accidents) Regulations 1989. Notification came from a third party on 3 April 1996 that an accident had occurred, but without definitive information with regard to the aircraft registration or date/time of the accident. An occurrence report was received by the CAA on 23 April 1996 which confirmed these details.