

## ACCIDENT

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|--|--|-------------------|
| <b>Aircraft Type and Registration:</b> | Rotorway Executive 90, G-BUJZ  |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Rotorway RI 162 piston engine  |                   |
| <b>Year of Manufacture:</b>            | 1993   |                   |
| <b>Date &amp; Time (UTC):</b>          | 27 June 2007 at 1440 hrs   |                   |
| <b>Location:</b>                       | Willingdale Airfield (disused), Essex  |                   |
| <b>Type of Flight:</b>                 | Training   |                   |
| <b>Persons on Board:</b>               | Crew - 2   | Passengers - None |
| <b>Injuries:</b>                       | Crew - 1 (Minor)   | Passengers - None |
| <b>Nature of Damage:</b>               | Damage to main rotor blades, main rotor shaft, tail boom, horizontal stabilizer and canopy     |                   |
| <b>Commander's Licence:</b>            | Airline Transport Pilot's Licence  |                   |
| <b>Commander's Age:</b>                | 42 years   |                   |
| <b>Commander's Flying Experience:</b>  | 6,500 hours (of which 309 were on type)<br>Last 90 days - 158 hours<br>Last 28 days - 38 hours |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot   |                   |

## Synopsis

During the recovery from a practice autorotation the rotor rpm drooped. The instructor took control and attempted to land in a field with standing crop. Shortly after landing the aircraft pitched forward and rolled. The aircraft came to rest on its starboard side and was extensively damaged.

## History of the flight

The instructor planned to fly from Street Farm, Takely, to Andrewsfield and return in order to renew the type rating for a pilot whose currency had lapsed. The aircraft lifted at its maximum takeoff weight, and the pilot and instructor flew a variety of general handling manoeuvres, including an autorotation to go-around,

uneventfully. About 20 minutes into the sortie, the instructor briefed for a second autorotation to be flown, with a powered recovery, to the hover-taxi. During the recovery, at approximately 15 ft agl, the student raised the collective and simultaneously opened the throttle. Whilst the engine responded, it did not appear to be producing full power and the rotor rpm drooped.

The instructor took control and, having checked that the throttle was fully open, attempted to overshoot. The instructor then realised that the rpm was still decaying, so he decided to land in the standing crop. The instructor was able to reduce the forward speed of the aircraft but shortly after landing the aircraft pitched forward and

rolled. The aircraft came to rest on its starboard side and was extensively damaged.

The instructor stated that he had previously experienced low rotor rpm situations in this type of aircraft and had

recovered successfully. He believed that the engine may not have been producing full power at the time of the accident. An inspection by the maintenance organisation was unable to identify a cause for any loss of power.