

**ACCIDENT**

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|--|---|-------------------|
| <b>Aircraft Type and Registration:</b> | Robinson R22 Beta, G-RICE   |                   |
| <b>No &amp; Type of Engines:</b>       | 1 Lycoming O-320-B2C piston engine  |                   |
| <b>Category:</b>                       | 2.3   |                   |
| <b>Year of Manufacture:</b>            | 1995  |                   |
| <b>Date &amp; Time (UTC):</b>          | 19 July 2005 at 0815 hrs  |                   |
| <b>Location:</b>                       | Swansea Airport, West Glamorgan   |                   |
| <b>Type of Flight:</b>                 | Private   |                   |
| <b>Persons on Board:</b>               | Crew - 1  | Passengers - None |
| <b>Injuries:</b>                       | Crew - None   | Passengers - N/A  |
| <b>Nature of Damage:</b>               | Slight bend to lower left hand frame and undercarriage cross tube                         |                   |
| <b>Commander's Licence:</b>            | Airline Transport Pilot's Licence   |                   |
| <b>Commander's Age:</b>                | 51 years  |                   |
| <b>Commander's Flying Experience:</b>  | 6,655 hours (of which 550 on type)<br>Last 90 days - 104 hours<br>Last 28 days – 43 hours |                   |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot                                      |                   |

**Synopsis**

During a practice autorotation the helicopter landed with left drift sufficient to bend the lower left hand frame and undercarriage cross tube.

**History of flight**

The pilot was an experienced helicopter pilot and instructor, who was carrying out practice autorotations to the threshold of Runway 22 prior to undertaking a Line Proficiency Check. Whilst his second autorotation was carried out into wind, at touch down the pilot felt that the helicopter was slightly misaligned with the direction of the wind and he landed with a slight amount

of left drift. Consequently, the left skid made contact with the ground fractionally before the right skid, which resulted in the slight bending of the lower left hand frame and undercarriage cross tube. Whilst the bend in the cross tube was within the acceptable limits defined by Robertson Helicopter Company, the operator took the opportunity to replace both parts.

The pilot assessed the wind as 270°/14 kt gusting 17 to 18 kt and believes that the accident happened because he encountered a gust of wind close to the ground, which precipitated the left drift.