

No: 5/90

Ref: EW/G90/03/19

Category: 2c

Aircraft Type and Registration: Robinson R22 BETA, G-ROBS

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

Year of Manufacture: 1988

Date and Time (UTC): 17 March 1990 at 1546 hrs

Location: Great Stambridge, Essex

Type of Flight: Private (training)

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to tail boom, tail rotor, landing skids, main rotor and transmission. Engine shock loaded

Commander's Licence: Fixed Wing: Private Pilot's Licence with IMC rating
Rotary Wing: Student Pilot's Licence

Commander's Age: 45 years

Commander's Total Flying Experience: 118 hours fixed wing and 25 hours rotary wing

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiry of the operator

During a solo consolidation training flight, the pilot was making a practice approach to an area of open marsh land some 2 miles north of Southend Airport. As the helicopter's airspeed decreased, a high rate of descent developed and the pilot applied a large amount of collective pitch in order to reduce the rate of descent. The helicopter then started to spin in the yawing plane which could not be arrested by full application of left yaw pedal. The pilot closed the throttle and the yawing movement ceased but the rate of descent increased such that the helicopter struck the ground whilst moving backwards. The tail struck the ground and, although the pilot was able to lift off once more, he was unable to prevent a further impact some 40 feet behind the first ground contact. The pilot considers that a late and excessive application of power during the approach caused the loss of control.