

AAIB Bulletin No: 1/96

Ref: EW/G95/11/12

Category: 2.3

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

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

Year of Manufacture: 1988

Date & Time (UTC): 16 November 1995 at 1302 hrs

Location: Blackpool Airport, Lancashire

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Extensive damage to tail boom, rotors and cabin

Commander's Licence: Private Pilot's Licence

Commander's Age: 40 years

Commander's Flying Experience: 522 hours (of which 508 were on type)
Last 90 days - 98 hours
Last 28 days - 37 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone inquiries by the AAIB

At the conclusion of a flight from Stapleford to Blackpool, which included a short stop at Cranfield due to bad weather, the pilot was making an approach to the helicopter landing area. After reducing the collective lever to 17 inches of manifold pressure, the engine began to surge violently causing the helicopter to yaw. The altitude at this time was 350 feet and the pilot elected to carry out an autorotation. On touchdown the helicopter skidded for approximately 10 feet before the right-hand skid dug into the soft ground and the helicopter rolled over. The pilot evacuated without injury.

A feature of R22 engine management is that, should carburettor heat be selected to full and the collective be reduced almost immediately afterwards, engine symptoms similar to those described are liable to occur.