

ACCIDENT

Aircraft Type and Registration:	Robinson R22 Beta, G-RIAT	
No & Type of Engines:	1 Lycoming O-360-J2A piston engine	
Year of Manufacture:	1997	
Date & Time (UTC):	2 May 2008 at 1340 hrs	
Location:	Culter Helipad, Lower Baads, near Aberdeen	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	36 years	
Commander's Flying Experience:	588 hours (of which 486 were on type) Last 90 days - 101 hours Last 28 days - 42 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

A student pilot was attempting to maintain the helicopter in the hover. A rearwards movement developed and the helicopter started to descend. The instructor intervened but was too late to prevent ground contact of the right skid, following which the helicopter rolled over. Both crew members were able to evacuate unassisted and there were no injuries.

History of the flight

The flight was being conducted as a trial lesson and an air experience flight. The student pilot had previous fixed wing experience but this was his first lesson in a helicopter. The flight lasted for one hour during which time the instructor considered that the student had demonstrated very good ability. On return to the practice

square, the instructor decided to allow the student to maintain a hover, using all three controls. The student maintained the helicopter in a stable hover initially but a slow forward movement developed. He corrected for this but the helicopter then started to move backwards; this movement accelerated as the helicopter commenced a descent. The instructor took control and attempted to prevent further downward and rearward movement but he was unable to prevent the right skid from contacting the ground, and the helicopter rolled over. The instructor isolated the fuel and power, and both he and the student evacuated the helicopter without assistance.

The instructor considered that because the student had shown a good ability to control the helicopter he had

allowed him too much time to correct his error before he intervened. By delaying his intervention, he left it just too late to be able to recover the situation. The

training organisation has since prohibited hovering for air experience flights.