

## Robinson R22 Beta, G-KEVN

<b>AAIB Bulletin No:</b> 11/2001	<b>Ref:</b> EW/G2001/07/10	<b>Category:</b> 2.3
<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-KEVN	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine	
<b>Year of Manufacture:</b>	1988	
<b>Date &amp; Time (UTC):</b>	7 July 2001 at 1200 hrs	
<b>Location:</b>	Newtownards Airfield, Northern Ireland	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - Minor	Passengers - N/A
<b>Nature of Damage:</b>	Substantial	
<b>Commander's Licence:</b>	Airline Transport Pilots Licence with Instructor Rating	
<b>Commander's Age:</b>	32 years	
<b>Commander's Flying Experience:</b>	2,054 hours (of which 1,512 were on type)	
	Last 90 days - 137 hours	
	Last 28 days - 62 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The helicopter was on a dual training flight with a student who had completed about 7 hours dual training on type. During the flight, the student was over-controlling the helicopter, so the instructor decided to demonstrate hovering using a light grip technique with finger and thumb only.

The cyclic control then suddenly moved up through the instructors fingers. As he tried to regain control of the cyclic, it moved sharply forward. The helicopter pitched nose down. The instructor raised the collective in an attempt to regain control, but the helicopter struck the ground on the front left side and rolled over onto its left side.

There was no fire and both occupants were able to escape through the right hand door.

The possibility of this type of inadvertent control input by a student has been highlighted to all of the operator's instructors.

