

Robinson R22 Beta, G-FLYU

AAIB Bulletin No: 2/98 Ref: EW/G97/11/10 Category: 2.3

Aircraft Type and Registration:	Robinson R22 Beta, G-FLYU
No & Type of Engines:	1 Lycoming O-360-J2A piston engine
Year of Manufacture:	1996
Date & Time (UTC):	28 November 1997 at 1153 hrs
Location:	Hestercombe House, Taunton, Somerset
Type of Flight:	Private
Persons on Board:	Crew - 1 - Passengers - 1
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Damaged beyond economic repair
Commander's Licence:	Private Pilot's Licence
Commander's Age:	29 years
Commander's Flying Experience:	152 hours (all on type) Last 90 days - 3 hours Last 28 days - 3 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The helicopter was flown to the hover in a field over sloping ground that was assessed by the pilot to be unsuitable for a landing. The weather was fine with good visibility, occasional showers and a surface wind of 240°/14 kt. Having decided to land elsewhere he hover taxied, at approximately 5 feet above the surface, to find a more suitable landing area.

Whilst taxiing he turned to the right from his initial into wind heading of 240° onto a heading of approximately 100°. As he did so the right skid lifted and the aircraft started to sink rapidly to the left. Corrective cyclic control was applied but this failed to prevent the helicopter rolling rapidly to the left and the left skid striking the ground. The main rotor blades then struck the ground and the helicopter came to rest on its left side. The pilot and passenger, who were wearing lap diagonal seat belts, vacated the aircraft without injury. The pilot assessed the cause of the accident as being due to a sudden and strong gust of wind.