ACCIDENT

Aircraft Type and Registration:	Robinson R22 Beta, G-PACL
No & Type of Engines:	1 Lycoming O-320-B2C piston engine
Year of Manufacture:	1991 (Serial no: 1893)
Date & Time (UTC):	16 July 2014 at 1700 hrs
Location:	Liverpool Airport
Type of Flight:	Training
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - 1 Passengers - N/A
Nature of Damage:	Damage to both main rotor blades and windscreen
Commander's Licence:	Commercial Pilot's Licence
Commander's Age:	32 years
Commander's Flying Experience:	322 hours (of which 275 were on type) Last 90 days - 23 hours Last 28 days - 7 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

Synopsis

While practising a simulated engine failure in the hover, the helicopter rolled about its left skid and came to rest on its side.

History of the flight

After approximately 35 minutes of hover practice with a student, the instructor positioned the helicopter over a grassed area near the taxiway to conduct Exercise 11c of the training syllabus. Exercise 11c covers hover and taxi emergencies, and, as in this flight, a simulated engine failure in the hover. The instructor landed the helicopter to check that the surface was suitable and briefed the student on how he would conduct the exercise. The intention was that the student would operate the cyclic, collective and yaw controls and that the instructor would operate the throttle. The instructor also informed the student that he would maintain his hands and feet on the controls in case he had to quickly resume control.

Initially the instructor carried out three demonstrations with the student following through on the controls. The student then took control, as briefed, and the instructor initiated the exercise by saying "*practise engine failure go"* before smoothly closing the throttle. The instructor reported that the student controlled the yaw well, but he felt him apply a left input into the cyclic control and as the helicopter descended the left skid touched the ground first. The instructor immediately applied a right cyclic input in an attempt to level the helicopter,

which coincided with the student raising the collective to cushion the landing. However, the helicopter rolled about the left skid and gently came to rest on its left side. The instructor shut the engine down and turned off the fuel. The instructor and student then vacated the helicopter through the aperture where the windscreen had been. The instructor sustained a superficial cut to his knee during the accident. Both rotor blades and the windscreen were damaged.