

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Robinson R44 Astro, G-PIDG	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-540-F1B5 piston engine	
<b>Year of Manufacture:</b>	1999	
<b>Date &amp; Time (UTC):</b>	26 June 2010 at 1650 hrs	
<b>Location:</b>	Devonshire Arms Country House Hotel, Skipton, North Yorkshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Extensive	
<b>Commander's Licence:</b>	Private Pilot's Licence (Helicopters)	
<b>Commander's Age:</b>	46 years	
<b>Commander's Flying Experience:</b>	253 hours (of which 89 were on type) Last 90 days - 27 hours Last 28 days - 10 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and subsequent AAIB enquiries	

The pilot followed an associate in another helicopter to a private landing site with two helipads. The weather was fine with light winds. The other helicopter landed on the larger pad, but the pilot of G-PIDG felt uneasy about members of the public near the smaller one, and so positioned to land in an adjacent field. As he approached his aiming point, the low rotor rpm warning activated, and the helicopter landed heavily. The pilot applied collective pitch to lift into a hover, but the helicopter rolled onto its right side (it is possible that one skid had dug into the ground during the landing) and sustained substantial damage. The occupants vacated without injury and there was no fire.

The pilot reported that he had not visited the landing site before, and had felt somewhat unprepared as he made his approach. He added that he had gripped the throttle too tightly prior to touchdown, and had probably overridden the engine governor, causing the reduction in rotor rpm. He stated that he intended to undertake further dual training with his instructor before flying solo again.