

# Robinson R22 Beta, G-IFOX, 4 August 1997

**AAIB Bulletin No: 12/1997**

**Ref: EW/G97/08/01 Category: 2.3**

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-IFOX
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine
<b>Year of Manufacture:</b>	1991
<b>Date &amp; Time (UTC):</b>	4 August 1997 at 0800 hrs
<b>Location:</b>	Snowdonia, North Wales
<b>Type of Flight:</b>	Private (Training)
<b>Persons on Board:</b>	Crew - 1 - Passengers - 1
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Damaged beyond economic repair
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence with FI Rating
<b>Commander's Age:</b>	33 years
<b>Commander's Flying Experience:</b>	3,250 hours (of which 3,000 were on type) Last 90 days - 114 hours Last 28 days - 38 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The flight was for the purposes of continuation training in mountainflying techniques. The weather was fine with visibility in excess of 10 km, 10 kt of wind with no significant weather and a cloudbase of 5,000 feet. The helicopter departed from a hotel landing site in Snowdonia at 0835 hrs to operate in the mountains and land on a ridge close to the summit of Mount Snowdon.

The commander reported that after an approach to an exposed steep-sided ridge at 3,200 feet amsl near to the summit (see photographs) the helicopter was brought to the hover at a height of 4 feet over uneven sloping ground. He elected to carry out a 'sloping ground' landing with the right skid up-slope. Initially there was a 10 kt cross-wind blowing from left to right and the helicopter was held in balance with the right skid on the ground for some 4 to 5 seconds. Just before the commander lowered the collective control the helicopter was subjected to a strong wind gust

causing it to roll to the right up-slope. The right skid became caught on a rock and the helicopter rolled rapidly onto its right side causing the rotor blades to contact the surface. Both occupants, who had been restrained by lap and diagonal seat belts, vacated the helicopter without injury. The commander assessed the cause of the accident as being due to dynamic rollover caused by a freak gust of wind.