

**No:** 12/89

**Ref:** EW/G89/09/02

**Category:** 2c

**Aircraft Type and Registration:** Robinson R22 Beta, G-DELL

**No & Type of Engines:** 1 Textron Lycoming O-320-B2C piston engine

**Year of Manufacture:** 1989

**Date and Time (UTC):** 2 September 1989 at 0911 hrs

**Location:** Luton Airport, Luton, Bedfordshire

**Type of Flight:** Training

**Persons on Board:** Crew - 2                      Passengers - None

**Injuries:** Crew - None                      Passengers - N/A

**Nature of Damage:** Landing skids collapsed, fuselage distorted and main rotor destroyed

**Commander's Licence:** Private Pilot's Licence -Group A  
Private Pilot's Licence -Helicopter with Assistant Instructor Rating

**Commander's Age:** 29 years

**Commander's Total Flying Experience:** 200 hours Fixed Wing  
553 hours Rotary Wing (of which 510 were on type)

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The instructor was teaching the technique of quick stops to his student. They began with some hover practice in the special helicopter training area at the airport and then the instructor demonstrated quick stops into the wind which was about 12 kt. The student showed a tendency to allow the helicopter to gain height during the manoeuvre and, whilst at a height of 30 to 40 feet, turned downwind prior to positioning for another attempt at the exercise. After a repeat of this sequence, the instructor wished to emphasise the danger of turning downwind at low airspeed. He first demonstrated the effects of low rotor rpm and subsequent overpitching from a low hover and into wind. Next he demonstrated a downwind transition from a hover height of about 6 feet and pointed out the sink encountered and extra power required. Rotor rpm began to drop and the instructor tried to recover from the overpitched condition by lowering the collective lever but he encountered resistance from the student who was attempting to arrest the rate of descent by raising the lever. The collective lever was raised further before the instructor could force it down but by now the helicopter had descended rapidly, struck the ground and bounced onto its left skid which collapsed. The helicopter came to rest on its side and both occupants were able to climb out unaided and uninjured.