

ACCIDENT

Aircraft Type and Registration:	Robinson R22 Beta, G-OSMS	
No & Type of Engines:	1 Lycoming O-320-B2C piston engine	
Year of Manufacture:	1990	
Date & Time (UTC):	15 January 2007 at 1420 hrs	
Location:	Wolverhampton Airport	
Type of Flight:	Training	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - 1 (Minor)	Passengers - N/A
Nature of Damage:	Substantial	
Commander's Licence:	Student pilot	
Commander's Age:	69 years	
Commander's Flying Experience:	56 hours (of which all were on type) Last 90 days - 21 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

As the student pilot was doing a left clearing turn in the hover, the left skid touched the ground and the helicopter rolled to the left onto the ground.

History of the flight

The student had completed a short dual flight with his instructor and then refuelled the helicopter before commencing a solo flight. He had been briefed for a flight in the local area before returning to the threshold of Runway 10 where he was to carry out some takeoffs and landings before hover taxiing to the parking area. The weather was good with a surface wind varying in direction between 170° and 200° and in speed between 8 and 15 kt.

The departure and subsequent flying in the local area was uneventful and the student then made an approach to the grass area beside Runway 16 before hover taxiing to the threshold of Runway 10. Once there, he made three takeoffs and landings, all on a heading of approximately 180°. Then, in preparation for his return to the parking area, he lifted off again and initiated a clearing turn to the left. He estimated that he was at a height of about 5 to 10 feet in the turn when he suddenly realised that the helicopter was left skid low. Almost immediately the skid struck the ground and the helicopter rolled to the left onto the ground. The engine stopped and the pilot had some trouble releasing his harness because he was almost upside down. However, he was able to undo it and crawl clear of the helicopter through the broken windscreen.

The wreckage had come to rest on its left side on a heading of approximately 260°. There were no other witnesses to the accident.