

No: 11/92 **Ref:** EW/G92/09/03 **Category:** 2c

Aircraft Type and Registration: Robinson R22 Alpha, G-EEGE

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

Year of Manufacture: 1983

Date & Time (UTC): 4 September 1992 at 1105 hrs

Location: Sandtoft Airfield, Humberside

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - None Passengers - None

Nature of Damage: Aircraft damaged beyond economic repair

Commander's Licence: Private Pilot's Licence (Aeroplanes & Helicopters)

Commander's Age: 50 years

Commander's Flying Experience: Approximately 1,900 hours total (67 rotary - all on type)
Last 90 days - 15 hours rotary
Last 28 days - 5 hours rotary

Information Source: Aircraft Accident Report Form submitted by the pilot

The helicopter was inbound to Sandtoft from a private landing site. After changing frequency to Sandtoft Radio (Air/Ground facility), the commander was informed that the runway in use was 23, with a surface wind reported as 300°/20 kt. The commander made a standard fixed wing type left hand circuit and brought the helicopter to a low hover over the runway with a crosswind from the right. At this time, he was advised by the Sandtoft Radio operator to taxi to a parking position which was to the east side of the runway 23 threshold. The commander made a left turn through some 200° (ie turning through the tail into wind position) and commenced to hover taxi towards the designated parking area. After some 50 metres, the helicopter was subjected to a strong gust of wind, causing it to swing violently. Control was lost, and the gyrating helicopter disintegrated on contact with the ground. The occupants, who were both wearing lap and diagonal harnesses were uninjured and rapidly vacated the wreckage.

The commander was informed retrospectively that the wind had been gusting to approximately 35 kt. He commented that the approach to the runway had been made as for a fixed wing aircraft, and that a

better course of action would have been to approach the landing area into wind, and maintain the helicopter heading into wind while manoeuvring to the parking position.

The aircraft Flight Manual does not specify any maximum permissible wind speeds for normal operations, but refers only to the fact that hover controllability has been substantiated in 17 kt winds from any direction.

Aircraft Type and Registration:	Robinson R22 Beta G-CFLJ
Year of Manufacture:	1997
Date & Time (UTC):	29 September 1997 at 1830 hrs
Location:	Lashenden Airfield, Kent
Type of flight:	Private (training)
Persons on board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Major damage to main rotor blades and hub, tail rotor assembly, and boom, gear, rotor mast and controls
Commander's License:	Student Pilot
Commander's Age:	31 years
Commander's Flying Experience:	64 hours (of which 38 were on type) Last 90 days - 38 hours Last 28 days - 10 hours
Information Source:	Form 33 Accident Report Form submitted by the pilot

The student pilot was engaged on his third supervised solo flight practising hovering. The weather was fine with calm conditions.

During take-off the aircraft yawed to the left. The pilot corrected the yaw with right pedal and used a cyclic control in an attempt to stabilise in the hover. During this manoeuvre he inadvertently pulled the tail cyclic control. The aircraft drifted backwards contacting the ground with the tail rotor hub. The aircraft remained in contact with the ground for about 10 seconds before the pilot stopped the engine. The engine stopped and the blades came to rest. The pilot was wearing a seat belt and was not injured. The aircraft sustained damage to the main rotor blades and hub, tail rotor assembly, and boom, gear, rotor mast and controls.