Aircraft Type and Registration:	Robinson R22 Beta, G-INIS
No & Type of Engines:	1 Lycoming O-320-B2C piston engine
Year of Manufacture:	1991
Date & Time (UTC):	8 May 2003 at 1437 hrs
Location:	Redhill Aerodrome, Surrey
Type of Flight:	Training
Persons on Board:	Crew - 2 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Extensive to tailboom and main rotor
Commander's Licence:	Private Pilot's Licence with Flying Instructor Rating
Commander's Age:	47 years
Commander's Flying Experience:	900 hours (of which 628 were on type) Last 90 days - 85 hours Last 28 days - 15 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The commander was involved in an instructional exercise and, towards the end of the flight, had taken control of G-INIS to demonstrate an engine-off landing back at Redhill Aerodrome. Runway 26L was in use and the commander had received clearance from ATC to land on Helicopter Training Area (HTA) 1, located to the south of the runway. The pilot noted that the windsock indicated a wind from the west at about 10 kt. Visibility was excellent with cloud FEW at 3,000 feet amsl.

Entry into autorotation was normal and the commander initiated the flare at his normal height. At an estimated 20 feet agl, he noted that the helicopter was drifting to the left. He applied a corrective input to the cyclic and continued to flare until G-INIS was level. However, he was aware that the rate of descent was still too high and the helicopter was still drifting to the left. As the helicopter touched down, the commander had right cyclic applied and was using collective control to cushion the landing. His impression was that G-INIS landed heavily on the rear of the right skid and bounced back into the air in a nose down attitude. He used cyclic control to level the helicopter

before the next touchdown but was aware that the main rotor had then struck the tailboom. G-INIS remained upright and the two pilots shut down the engine before exiting.

The pilot subsequently noted that the wind had veered to about 340°M and decreased in strength to about 5 kt, which was more northerly and less than he had envisaged for the exercise. The controller located in the 'Tower' witnessed the accident and his recollection was that the descent appeared normal until the flare, when the tail of the helicopter seemed to contact the ground first; the wind recorded by ATC at the time of the accident was 330°/ 4 kt.