

ACCIDENT

Aircraft Type and Registration:	Robinson R22 Beta, G-OHSL	
No & type of Engines:	1 Lycoming O-320-B2C piston engine	
Year of Manufacture:	1989	
Date & Time (UTC):	8 August 2006 at 1200 hrs	
Location:	Blackpool Airport	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Tail rotor damage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	40 years	
Commander's Flying Experience:	117 hours (of which 104 were on type) Last 90 days - N/K Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst landing in the lee of a hangar at Blackpool Aerodrome, the helicopter was caught by a gust of wind, causing the tail rotor to strike the ground.

History of the flight

Following an uneventful cross-country flight, the pilot obtained landing clearance from Blackpool Airport and was informed the wind was 250/11kt. He brought the helicopter to a hover and was requested to briefly hold position in order to give way to a light aircraft. He was then instructed to land in front of a hangar on the apron and call for fuel. Whilst in a stable hover in front of the hangar, and in the process of lowering the collective lever, the pilot reported that a sudden gust of wind

caused him to overcompensate on the cyclic control, with the result that the tail rotor struck the ground. The helicopter then spun round, making approximately two revolutions, before coming to rest on its skids. The pilot shut down the aircraft and, after exiting, noted that the tail rotor was damaged, with oil leaking from the tail rotor gearbox.

The helicopter stand in question was located immediately to the east of the hangar and the training manager of the helicopter operating company was concerned as to its suitability for light helicopters during landing when the wind was from the west. Telephone inquiries were made of two of the helicopter

operators at the airfield who, whilst agreeing that turbulence could be experienced in close proximity to the hangar, stated that there was no evidence to suggest it was significantly worse than elsewhere.

In an unrelated move, the airfield operators are currently reorganising some of the facilities as part of an expansion of operations. This has resulted in the 'H' marks being removed, with their new positions yet to be decided.