

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-JERS	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine	
<b>Year of Manufacture:</b>	1990	
<b>Date &amp; Time (UTC):</b>	15 July 2011 at 0924 hrs	
<b>Location:</b>	Cumbernauld Airport, Scotland	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - 1 (Minor)	Passengers - N/A
<b>Nature of Damage:</b>	Extensive and beyond economic repair	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	40 years	
<b>Commander's Flying Experience:</b>	1,987 hours (of which 1,846 were on type) Last 90 days - 164 hours Last 28 days - 45 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

Whilst practising running landings on a grass area adjacent to the runway, the instructor asked the student to lift the helicopter into the hover with forward motion. The student initiated the manoeuvre by applying a forward cyclic input. The instructor reported that as the helicopter slid forward along the ground, it moved into an area of longer grass causing the front of the skids to become caught. The student raised the collective in an effort to pull the helicopter free, but this caused the skids to dig in and initiated a forward rollover. The

instructor instinctively applied aft cyclic to stop the main rotor blades hitting the ground, but this resulted in the blades striking the tail boom and disengaging the tail rotor drive. The helicopter then yawed rapidly and rolled over, finally coming to rest on its left side. The occupants exited the aircraft unaided and without serious injury. The instructor added that in his opinion, the lack of a dedicated helicopter training area at the airport was a contributory factor to the accident.