

Robinson R22 Beta, G-MICH

AAIB Bulletin No: 9/2003	Ref: EW/G2003/06/06	Category: 2.3
Aircraft Type and Registration:	Robinson R22 Beta, G-MICH	
No & Type of Engines:	1 Lycoming O-320-B2C piston engine	
Year of Manufacture:	1987	
Date & Time (UTC):	10 June 2003 at 1135 hrs	
Location:	Shobdon Airfield, Leominster, Herefordshire	
Type of Flight:	Training	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - 2 (Minor)	Passengers - N/A
Nature of Damage:	Aircraft damaged beyond economic repair	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	38 years	
Commander's Flying Experience:	559 hours (of which 500 were on type)	
	Last 90 days - 135 hours	
	Last 28 days - 50 hours	
Information Source:	Aircraft Accident Report Form submitted by the instructor pilot and a statement by the student pilot	

The instructor reported that he had flown 12 hours with the student. He characterised his progress as slow and noted at times that he was unable to communicate and fly at the same time and consistently had problems handing over or taking over control correctly. The instructor discussed the problems with his Chief Flying Instructor and it was agreed that the instructor would continue training the student. On the next flight the process of handing over and taking over control was revised and practised.

On the subsequent flight, after about 30 minutes of general handling, the instructor and student returned to the hover practice area where, after further instruction, the student was given control of the helicopter. The instructor reported that shortly afterwards the student lowered the collective and applied aft right cyclic whilst in the hover at a height of about eight feet. The instructor said "I have control" but the student overrode his correcting control inputs. The helicopter struck the ground with the tail rotor, as the low rotor rpm warning horn sounded, and rolled onto its right side where it came to rest.

However, the student's recollection of events is different. He reported that the instructor took control of the helicopter whilst in the hover and a few moments later released the cyclic control. The

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helicopter lurched to the right and the instructor attempted to reach for the cyclic but was unable to regain control of the helicopter before its tail struck the ground.

It is not possible to reconcile these two conflicting accounts of the events leading to the accident and therefore both versions have been presented.

Both pilots suffered minor injuries but were able to vacate the helicopter without assistance. The airfield fire and rescue services arrived at the scene promptly. At the time of the accident the surface wind was southerly at 12 kt, the visibility was greater than 10 km and there was no significant cloud or weather.