

AAIB Bulletin No: 1/94

Ref: EW/G93/10/16

Category: 2.3

Aircraft Type and Registration: Rotorway Executive 90, G-BUJZ

No & Type of Engines: 1 Rotorway RI 162 piston engine

Year of Manufacture: 1993

Date & Time (UTC): 23 October 1993 at 1100 hrs

Location: Eggesford Airfield, Devon

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 1

Injuries: Crew - Minor Passengers - None

Nature of Damage: Extensive damage to main rotor, tail boom, windscreens, left skid and body shell

Commander's Licence: Private Pilot's Licence

Commander's Age: 58 years

Commander's Flying Experience: 317 hours (of which 10 were on type)
Last 90 days - 5 hours
Last 28 days - 2 hours

Information Source: Aircraft Accident Report Form submitted by the pilot, and enquiries by the AAIB

The pilot reported that after its previous flight, the helicopter had been landed on heavily bedewed grass over soft earth, level fore and aft, but sloping down about 5° from right to left. On attempting to lift off some 30 minutes later, the pilot felt the helicopter becoming light on the skids and used his normal technique of applying about an inch of right pedal, a little right cyclic, and opened the throttle. He reported that the throttle initially stuck, but when it did open more power was delivered than he intended. The right skid lifted off and the left skid was momentarily held in the soft wet earth. Dynamic rollover to the left occurred before corrective action could be taken.

The pilot also noted that additional contributory factors may have been a crosswind from the right forward quarter, and the pilots weight in the left seat was greater than that of the passenger by some 30 lb.

The collective/throttle grip is a rubber sleeve, which acts as both a grip and a throttle friction device. There was no apparent reason for the throttle to stick, and it has not been reported to the engineering repair agency.