

AAIB Bulletin No: 3/95

Ref: EW/G94/12/13

Category: 2.3

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| <b>Aircraft Type and Registration:</b> | Robinson R22 Beta, G-DELB                                                                       |
| <b>No &amp; Type of Engines:</b>       | 1 Lycoming O-320-B2C piston engine                                                              |
| <b>Year of Manufacture:</b>            | 1988                                                                                            |
| <b>Date &amp; Time (UTC):</b>          | 27 December 1994 at 1115 hrs                                                                    |
| <b>Location:</b>                       | Sherburn-in-Elmet Airfield, Leeds                                                               |
| <b>Type of Flight:</b>                 | Private (Training)                                                                              |
| <b>Persons on Board:</b>               | Crew - 2                      Passengers - None                                                 |
| <b>Injuries:</b>                       | Crew - None                      Passengers - N/A                                               |
| <b>Nature of Damage:</b>               | Damaged beyond economic repair                                                                  |
| <b>Commander's Licence:</b>            | Private Pilot's Licence with Flying Instructor Rating                                           |
| <b>Commander's Age:</b>                | 40 years                                                                                        |
| <b>Commander's Flying Experience:</b>  | 1,791 hours (of which 1,651 were on type)<br>Last 90 days - 99 hours<br>Last 28 days - 16 hours |
| <b>Information Source:</b>             | Aircraft Accident Report Form submitted by the pilot                                            |

The Instructor had completed a series of practice autorotations with his student and was recovering to the airfield. Apart from a slight haze, the weather was good with a surface wind of 270°/05 kt. The Instructor established autorotation and was making a westerly approach to the upwind end of Runway 29. At 300 feet QFE he closed the throttle to demonstrate an engine-off landing; he noted the rotor RPM at 104% and the airspeed as 65 kt. A normal run-on landing was made and the aircraft maintained a straight track across the grass. After a ground roll of approximately 110 feet, the aircraft went off the end of the grass strip and onto a flat field. The surface of the field was wet soil and G-DELB came to an abrupt stop, tipped onto its nose and rolled to the right.

The Instructor commented that he had estimated that his run-on would have been no more than 50 feet but this had increased due to the wet surface of the runway; he had also thought that the field surface beyond the runway would have been suitable for a short run-on.