AAIB Bulletin No: 1/95 **Ref: EW/G94/08/21** **Category: 2.3**

Aircraft Type and Registration:	Robinson R22 Beta, G-KAYT	
No & Type of Engines:	1 Lycoming O-320-B2C piston engine	
Year of Manufacture:	1988	
Date & Time (UTC):	31 August 1994 at 0930 hrs	
Location:	Keyham, Leicestershire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Aircraft destroyed	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	45 years	
Commander's Flying Experience:	10,000 hours fixed wing (unverified) 70 hours (helicopters) all on type Last 90 days - 70 hours Last 28 days - 30 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further engineering investigation	

The pilot obtained his Private Pilot's Licence (Helicopters) on 9 August 1994. On 10 August 1994, he hired G-KAYT for an extended period and, at the time of the accident, had flown it for 27 hours including two trips to the Continent. On the day of the accident the pilot was flying from St Omer, France, to East Midlands Airport. He stated that when he was some six miles to the north east of Leicester, a warning light which had previously illuminated intermittently, came ON and remained ON. He therefore decided to make a precautionary landing but, as he approached the hover, the aircraft began to rotate rapidly and violently anticlockwise before striking the ground. There was no fire and the pilot was able to vacate the aircraft unaided.

The aircraft came to rest on its left side with its tail boom in a hedge which separated two large unobstructed fields. It was close to some farm buildings and almost beneath National Grid high tension cables. Damage to the aircraft and the disruption of the hedge indicated that the aircraft had contacted the ground while travelling backwards with no significant yaw. Damage to the main rotor blades indicated that they were rotating very slowly at impact. After the accident, the pilot surmised that the light that had illuminated was probably the clutch caution light. The clutch belt tensioning system was subsequently functioned and found to be fully serviceable.