

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-OKEY
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-B2C piston engine
<b>Year of Manufacture:</b>	1991 (Serial no: 2004)
<b>Date &amp; Time (UTC):</b>	21 September 2014 at 1600 hrs
<b>Location:</b>	Elstree Aerodrome, Hertfordshire
<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>	Substantial damage to fuselage, windscreen, main rotor and skids
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	35 years
<b>Commander's Flying Experience:</b>	4,560 hours (of which 2,000 were on type) Last 90 days - 154 hours Last 28 days - 60 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The instructor was conducting an introductory flying lesson. He lifted off and flew into the circuit to the north of the airfield and, after turning onto the downwind leg, he handed control of the cyclic stick to the student. The student flew the rest of the circuit with very little intervention from the instructor down to about 300 ft agl, where the instructor again took control.

The instructor then flew the helicopter to the hovering area where he again gave control of the cyclic to the student. After about a minute of hovering, the instructor applied a gentle forward pressure on the cyclic to correct a somewhat nose-high attitude, whereupon the student suddenly applied a large, aggressive rearwards input to the stick and then 'froze'. Before the instructor could take corrective action, the helicopter impacted the ground in a nose-high, right-skid-low attitude and the main rotor struck the ground, spinning the aircraft round through 180°. The helicopter came to rest in an upright attitude, but with the right skid collapsed. No explanation was forthcoming as to why the student had reacted in this manner.