

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Robinson R22 Beta, G-ECMC	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-360-J2A piston engine	
<b>Year of Manufacture:</b>	2004 (Serial no: 3671)	
<b>Date &amp; Time (UTC):</b>	12 February 2015 at 1510 hrs	
<b>Location:</b>	Goodwood Aerodrome, West Sussex	
<b>Type of Flight:</b>	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>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	4,268 hours (of which 2,775 were on type) Last 90 days - 37 hours Last 28 days - 26 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The instructor intended to demonstrate recovery from a tail rotor failure in the hover which he simulated by relaxing pressure on the yaw pedals. The subsequent spin was faster than he expected but, as he attempted to recover using the yaw pedals, his foot slipped off the right pedal. As he attempted to regain control, the helicopter struck the ground and rolled over.

## History of the flight

The helicopter was engaged on a routine training flight of about one hour's duration. The instructor planned to practise various emergencies including tail rotor failures in the hover, taxi and forward flight to his student. He started by demonstrating a tail rotor failure in the hover, which he states he normally performs by relaxing pressure on the yaw pedals to allow the helicopter to start to spin. The next action would be to adjust the throttle demand to reduce the yaw and cushion the landing.

The rate of yaw to the right was faster than the instructor had expected so he decided not to roll off the throttle in favour of using left pedal input to stop the rotation. He stated that at this juncture, his right foot slipped off the pedal, causing him to input too much left pedal. He then hooked his left foot under the pedal and used it to pull back the left pedal but this caused the helicopter to increase the yaw to the right. He did not consider it safe to reduce throttle and, as he attempted to regain both feet on the pedals, the helicopter struck the ground and rolled over onto its left side. There were no injuries to either occupant, both of whom exited through the right door.