

**Aviation Safety Investigation Report  
199600973**

**Robinson Helicopter Co  
R22**

**21 March 1996**

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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**NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at [www.atsb.gov.au](http://www.atsb.gov.au).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199600973                      **Occurrence Type:** Accident  
**Location:** Bankstown, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 21 March 1996  
**Time:** 1430 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-HFO                      **Serial Number:** 0645  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Substantial  
**Departure Point:**  
**Departure Time:**  
**Destination:**

**Crew Details:**

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	400.0	1548

**Approved for Release:** Wednesday, June 5, 1996

Whilst being hover taxiied between hangars, in strong gusty wind conditions, the helicopter rotated rapidly to the right, struck the ground, and rolled onto its side. Both occupants were able to evacuate the machine without injury. The instructor pilot reported that the helicopter was being flown by the student pilot at the time.

With the wind gusting from the south, the aircraft was lifted into the hover on an easterly heading, then rotated to the right through 180 degrees. As it approached a westerly heading it swung rapidly to the right. Full left pedal and power reduction failed to arrest the rotation which continued for two or three turns before the helicopter struck the ground and rolled onto its side.

No mechanical defects were reported that may have contributed to the accident. It was the opinion of both the instructor pilot, and the operator's chief pilot, that the accident was consistent with the loss of tail rotor authority.