

**Aviation Safety Investigation Report  
198903775**

**Robinson R22-B**

**14 May 1989**

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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).**

**Occurrence Number:** 198903775  
**Location:** Archerfield Aerodrome QLD  
**Date:** 14 May 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 1259

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Robinson R22-B  
**Registration:** VH-HBE  
**Serial Number:** 509  
**Operation Type:** Instructional Solo  
**Damage Level:** Substantial  
**Departure Point:** Archerfield Aerodrome  
 QLD  
**Departure Time:** 1255  
**Destination:** Archerfield Aerodrome  
 QLD

**Approved for Release:** 9 August 1989

#### **Circumstances:**

The pilot reported that, while hover-taxying the helicopter prior to commencing a circuit, it suddenly yawed sharply to the left. He applied right pedal and initially lowered the collective pitch control before raising it. However, the helicopter landed heavily, damaging the front and rear crosstubes. No fault was found with the helicopter which might have contributed to the accident. The pilot reported that he was not sure that an engine failure had occurred but that he reacted instinctively when the helicopter yawed left. Discussion revealed that the pilot rode a motor cycle, the hand throttle of which operated in the reverse sense to that on the helicopter. It is possible that the pilot inadvertently reduced the throttle setting, thus inducing the yaw. His limited flying experience and exposure to engine failure situations then contributed to him lowering the collective pitch control as part of the initial reaction to the yaw. The helicopter was at too low a height to prevent a heavy landing from the descent caused by the lowering of the collective pitch control.

#### **Significant Factors:**

The following factors were considered relevant to the development of the accident

1. Low experience level of the pilot.
2. The pilot probably reacted spontaneously in operating the throttle in the wrong sense and then lowering the collective pitch control.
3. The pilot was unable to arrest the rate of descent before the helicopter contacted the ground.