

**Aviation Safety Investigation Report  
199703388**

**Robinson Helicopter Co  
R22**

**14 October 1997**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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:** 199703388                      **Occurrence Type:** Accident  
**Location:** Hoxton Park, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Tuesday 14 October 1997  
**Time:** 0805 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-AOP                      **Serial Number:** 2121  
**Type of Operation:** Instructional Solo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Hoxton Park NSW  
**Departure Time:** 0805 EST  
**Destination:** Hoxton Park NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Student	21.6	22

**Approved for Release:** Thursday, October 16, 1997

The student helicopter pilot was conducting his second solo flight at Hoxton Park. The weather was fine, with almost no wind. Prior to commencing the solo phase the student had completed a satisfactory dual circuit check.

As the instructor walked away from the helicopter he heard a 'thump'. As he turned around he saw the helicopter had rolled onto its side, causing substantial damage to the rotor blades. The accident was consistent with 'dynamic rollover'. The student was not injured and was able to exit the helicopter.

As the student had commenced to lift off the helicopter had rapidly rolled to the right. Although he had expected there would be some rolling tendency, the rate of roll was greater than the student had anticipated and he had been unable to prevent the rollover.

