

**Aviation Safety Investigation Report  
199500033**

**Robinson Helicopter Co  
R22**

**05 January 1995**

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.

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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:** 199500033                      **Occurrence Type:** Accident  
**Location:** Bankstown  
**State:** NSW    **Inv Category:** 4  
**Date:** Thursday 05 January 1995  
**Time:** 1110 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Robinson Helicopter Co  
**Aircraft Model:** R22 BETA  
**Aircraft Registration:** VH-JTH                      **Serial Number:** 1216  
**Type of Operation:** Instructional Check  
**Damage to Aircraft:** Substantial  
**Departure Point:** Camden NSW  
**Departure Time:** 1100 ESuT  
**Destination:** Bankstown NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	621.0	5352

**Approved for Release:** Friday, May 12, 1995

The pilot reported that during a practice engine off landing he flared the helicopter too high and the rotor RPM decayed, resulting in a heavy landing. Some slight buckling of the tail boom, firewall, and left side panel was evident after the landing.