Aviation Safety Investigation Report 199402974

Robinson Helicopter Co R22

15 October 1994

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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.

Aviation Safety Investigation Report

199402974

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: 199402974 **Occurrence Type:** Accident
Location: Rosewood Station
State: WA **Inv Category:** 4
Date: Saturday 15 October 1994
Time: 1030 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Robinson Helicopter Co
Aircraft Model: R22 BETA
Aircraft Registration: VH-JVJ **Serial Number:** 1343
Type of Operation: Instructional Other Training
Damage to Aircraft: Substantial
Departure Point: Rosewood Station WA
Departure Time: 1020 WST
Destination: Rosewood Station WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Other Pilot	Commercial	100.0	1000
Pilot-In-Command	Commercial	5500.0	6000

Approved for Release: Monday, December 12, 1994

An approved training pilot was conducting mustering endorsement training with another company pilot. At the time of the accident they were practising autorotational approaches with power termination prior to touchdown.

The training pilot had demonstrated a number of autorotational approaches from low and medium altitudes. He had also followed the trainee pilot through on the controls for a number of similar approaches. The trainee had exhibited problems with airspeed and rotor rpm control.

During the final practice, with the training pilot again following through on the controls, the trainee misjudged the approach. The training pilot decided to terminate the approach at 50 - 70 feet above ground level and with 30 - 35 knots forward speed. Although recovery action was taken the aircraft continued to descend, touching down heavily before the action had any significant effect on the rate of descent. The aircraft slid for approximately 30 feet before overturning.

It is possible that the training pilot was distracted by his instructional duties and he misjudged the height required to recover from the autorotational descent.