**Aviation Safety Investigation Report 199300755** 

Robinson Helicopter Co R22

01 April 1993

## Aviation Safety Investigation Report 199300755

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.

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: 199300755 Occurrence Type: Accident

**Location:** Rockhampton

State: QLD Inv Category: 4

**Date:** Thursday 01 April 1993

**Time:** 1730 hours **Time Zone** EST

Highest Injury Level: None

Aircraft Manufacturer: Robinson Helicopter Co

**Aircraft Model:** R22 BETA

Aircraft Registration: VH-HLA Serial Number: 0980

**Type of Operation:** Instructional Dual

**Damage to Aircraft:** Substantial

**Departure Point:** Rockhampton QLD

**Departure Time:** 1711 EST

**Destination:** Rockhampton QLD

**Approved for Release:** Wednesday, July 28, 1993

The pilot was carrying out dual instruction for a student helicopter pilot. He reported that on the second practice "engine off landing", as the helicopter was sliding along the ground at about 20 kph, the aircraft encountered some rough ground. The front section of the left skid was torn off and the helicopter slewed to the left and tilted nose-down. The forward section of the right skid then separated and the main rotor blades contacted the ground before severing the tailboom.