

**Aviation Safety Investigation Report
199301370**

**Robinson Helicopter Co
R22 ALPHA**

06 April 1993

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.

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: 199301370 **Occurrence Type:** Accident
Location: Kununurra
State: WA **Inv Category:** 4
Date: Tuesday 06 April 1993
Time: 1400 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Robinson Helicopter Co
Aircraft Model: R22 ALPHA
Aircraft Registration: VH-NOC **Serial Number:** 0440
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Kununurra WA
Departure Time: 1300 WST
Destination: Kununurra WA

Crew Details:

| Role | Class of Licence | Hours on Type | Hours Total |
|-------------|-------------------------|--------------------------|--------------------|
| Other Pilot | Commercial | 5000.0 | 8200 |

Approved for Release: Saturday, October 30, 1993

An experienced instructor was conducting a routine flight proficiency check on a pilot from his company. During a practice emergency, where a jammed tail rotor pedal was simulated, the pilot being checked allowed one skid to contact the ground while the aircraft was yawing to the left. Control was regained and a further hour of flying was completed. Post flight inspection revealed that the tail boom had been creased as a result of the ground contact.