



State Commission on Aircraft Accidents Investigation
ACCIDENT 2021/1378
RESOLUTION
of 11 April 2022

Type and model of aircraft:	Helicopter, Robinson R44 II
Registration marks:	SP-CWW
Date of occurrence:	3 June 2021
Place of occurrence:	EPUL

After reviewing the investigation final report provided by the aircraft user, pursuant to Article 135 of The Act of 3rd July 2002 – Aviation Law (Journal of Laws no. 2020, item 1970 and Journal of Laws no. 2021, items 784 and 847, as amended) and § 18 of the Regulation of Minister of Transport of 18 January 2007 on air accidents and incidents, State Commission on Aircraft Accidents Investigation determined that:

1. The course of the occurrence was as follows:

On the day of the accident, a student pilot attending training for the PPL(H) was preparing for a solo flight. It was to be his 8th solo flight in total and the 6th solo flight on that day.

The student correctly started up the engine under supervision of an instructor, then, via radio he received permission to take off, and then the helicopter lifted off the ground.

At a height of about 50 cm from the ground, the helicopter began to rotate around its vertical axis. The instructor passed via radio corrective actions, but the student did not react. Cut off

After a while, the helicopter fell on the ground, rolled over to its right side and came to rest. The instructor opened the left door, the student left the helicopter unaided and not injured. The instructor turned off the battery and cut off the fuel supply, then started to secure the accident site.

2. Cause of the occurrence:

Late reaction of the student pilot to the directional deviation of the helicopter during a hover.

3. Contributing factors:

Not identified

4. The Commission accepted the following preventive measures proposed /implemented by the investigating entity:

Training with ATO personnel was carried out on typical errors when lifting the helicopter from the ground and how to correct them.

5. In addition, the Commission has proposed the following safety recommendations:

Not formulated.

Investigator in charge

SCAAI Chairman

Signatures on original only