

**Federal Aviation Administration Orlando FSDO-15
5950 Hazeltine National Drive Orlando, Florida 32822-5023**

Inspector Statement

This statement is in response to an accident filed in the North Florida Flight Standards District Office FSDO-15 on August 11, 2011, concerning a Helicopter registration number N62JF.

This contains statements taken from witnesses who were on the aircraft and a brief from this inspector.

Inspector's brief:

On August 11, 2011 at approximately 0930, Local time, this inspector received an accident notification for a Model R22 Robinson Helicopter. This accident occurred near the Author Dunn Airport in Titusville Florida. The Local police department in Titusville was called in order to verify security of the scene and location of the Pilot and Observer.

At approximately 1030, local time, this inspector arrived on scene and began the investigation. Pictures were taken of the crash site and area of initial impact. The distance between initial impact to the area where the helicopter came to rest was approximately 200 feet or 80 paces. The direction of travel was directly East to West to the end of Melinda Street at the intersection of Kel Ave. The helicopter Crossed over Kel Ave went over a curb and broke through a fence where it came to rest nose down with the skids facing the street and leaning to the North at approximately 45 degrees. The helicopter damage was extensive to the point of total destruction. The Pilot and Observer were not injured and were located in a house close to the point of impact. They were questioned in regards to the details of the accident and asked to provide a signed and dated witness statement.

The details from the Pilot leading up to the accident are as follows:

At approximately 0745, local time in Jacksonville Florida, the pilot and his observer took off from Craig Airport in Jacksonville Florida on a heading to Fort Lauderdale (KFXE) as part of a leg to ferry the aircraft from the U.S. / Canadian border. They remained on heading for approximately one hour and there were no problems. A decision was made to refuel at Arthur Dunn Airport in Titusville Florida. On approach to Author Dunn, the Pilot asked his observer, or Co-Pilot to pull the carb heat, as this is one of the procedures to follow when on approach to an airport in weather that is high in humidity. The co-pilot reached over to pull the carb heat but pulled the Mixture instead. This caused the helicopter to lose power immediately and yaw to the left. The Pilot put the aircraft into autorotation. Air restart failed and the only clear area to land was the street directly below. The aircraft was kept on a heading that would cause the least amount of damage to persons and property on the ground. The aircraft impacted the center of the street and bounced, clipping the trees above, then continued down the center of Melinda Street. The main rotor struck a stop sign at the end of Melinda Street and continued across Kel Ave. The skids contacted the curb and the cockpit was propelled forward through a fence and came to rest with the

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skids facing the street. The Pilot and Co-pilot were uninjured and climbed out of the wreckage. The police and fire department soon arrived and the scene was secured.

The Pilot's and Co-pilot's statements were obtained along with Pilot's and Co-pilot's certificate and Medical certificate verification. A copy of a Special Flight Permit and associated paperwork were also obtained. NTSB was called in order to update them with the details of the accident and to release the aircraft. The scene was released to the insurance adjuster. This inspector Departed the scene at approximately 1315, local time, and arrived at the Flight Standards District Office At approximately 1430 local time to begin processing the accident information.

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