NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATI	ION The deed for tel	A CONT. I WAS STAND AND AND AND AND AND AND AND AND AND	THE RESIDENCE OF THE PROPERTY	ing the man design and a second to the secon	TO CASE OF SHIP AND	Control of the second s	And the second s	The state of the s		
Accident/Incident Location	A STATE OF THE RESERVE AND ADDRESS OF THE PARTY OF THE PA		IX	late/l'ime	apara para para manganar ki kina anakapa kinasa mankapa kinapan kina (K. S. L. S. L. S. L. S. L. S. L. S. L. S		- The second sec	SOM WANTED THE PROPERTY OF THE PARTY OF THE		
Nearest City/Place Avion V		State	: Fla 📗 📗	Date: 06-19-2009 Local Time: 10:34AM						
ZIP:Cou				mm (Addamin)						
Latitude:(dd	:mn::ss N/S) Longitude:	(ddd	:mm:ss P/W)	Time Zone: Eastern						
Phase of Operation ☐ Standing ☐ Takcoff (incl. initial climb) ☐ Cruisc ☐ Hovet ☐ Taxi ☐ Climb ☐ Manauvering ☐ Other ☐ Descent ☐ Landing ☐ Approach ☐ Unknown				Collision with Other Alreraft Altitude of In-Flight Occurrence Occurrence 300 ft MSL						
AIRCRAFT INFORM	WATION	TO THE RESIDENCE OF THE PARTY O	Annual and the second s	VAT VIV. balance and a second a	The state of the s	A CONTRACTOR OF THE PARTY OF TH	# 151.1. All	Att your party and the same		
Manufacturer: Schweize				Max Gross W	Veignati	1.750 lbs	Andrew State			
Manufacturer: Schweizer Model: 300CBI					me of Accident/Inc			lbs		
Serial Number:		V V V V V V V V V V V V V V V V V V V	and a shall filteration and an analysis of the same of		Center of Gravity :					
Registration Number: 94		Amateur-built:	☐ Yes ☑ No	-Mz	The state of the same of the s		or [] datu ynamic Cord			
a ~ .	Type of Airworthiness (ertificate	Number of S	eats:	1	ng Gear	Rotrac	rtable		
Ballcon	(Check all that apply) Standard Spec			î, how many sears	Check	any additio pration that	nat landing g applies,	ear		
Glider		estricted imited	Flight Crev	V.	Tr	icycle	ΠT	ailwheel		
F is it is a larger than the state of the st	Transport	ovisional operimental occial Flight ight Sport		W;	Flo		Dat Z Si	ligh Skid kid ki ki/Wheel		
Type of Maintenance Pro	7.79.34.51.75.3	I not I	770			knaun	and the second s			
i i yog of pransenamet e re Danmai	>≅1048	Last Inspecti		i Airworthiness	Date Last Inspec	rtion:	im dd yyyy	on and analysis of the second		
Conditional (Amateur-buil		☐ AAIP	Conditiona Conditiona			T : 1				
☐ Manufacturer's Inspection ☐ Other Approved Inspection		Annual	Unknown		Airframe Total			hrs		
Continuous Airworthiness		STEP STEP STEP STEP STEP STEP STEP STEP			hours measured Last inspec			lant/Incident		
Other, specify: IFR Equipped	,	l Stall Warning	z System Instal	lasi	Type of Fire Ext		TOTAL ALL AND A STREET	ICITE MANGEMENT		
Yes No Unkno	own	ž .	o [] Unknown	3	None Specify		,			
								-177.72-0		
	T Activated Y∞s □ No				5					
	, -, -, -, -, -, -, -, -, -, -, -, -, -,	Model/Series:			and the second s					
ELT Aided in Locating A	cculenvincident			The state of the s						
	No. 5	Battery Type:		The second secon	<u> Hatte</u>	ry Exp. D:	ate:	or respect to the base of the second second		
Engine Type ☐ Reciprocating ☐ Turb	Reciprocutit System Type		ropeller							
☐ Turbo Shaft ☐ Turb	o Fara Carburetor	. I house	Fixed Pitch		furer:					
☐ Tarbo Prop ☐ Unki	nown Fuel Injects		Controllable Pito	h Model:_	the first the same of the same					
Lugine Engine Manufactur	Engins er Model/Scries		aincturer's I Number	Date of Mig.	Engine Rated Power Measured as tobeck one; Horsepower to	Total Time (hours)	Time Since Inspection (hours)	Time Siace Overbaut (hours)		
Eng. 1	777-2-777-23		70.0		Send	Tasara)	1,770131	144444		
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OWNER/OPERATOR INFORMATIC		The control of the co			
Registered Aircraft Owner	Owner Address				
Name: Ocean Helicopters	And or purifications. As	City: State: ZIP:			
Fraccional Ownership Aircraft: Yes No		Carlotte -			
Operator of Aircraft Same As Register	ed Owner	Operator Address Same As Registered Owner			
Name:		City:			
Doing Business As: Air Carrier/Operator Designator (4 Character Co	the state of the s	State: ZIP:			
TOAN Links and American	(C)	Country: Revenue Sightseeing Flight			
Regulation Flight Conducted Under	□ Yes ☑ No				
☐ FAR 91 ☐ FAR 129 ☐ FAR 91 Specis ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commod FAR 121 ☐ FAR 125 ☐ FAR 135 ☐ Non-US, No	mercial	Air Medical Flight ☐ Yes ☑ No			
Purpose of Flight	Revenue Operation	Type of Commercial Operating Certificate Held			
for FAR 91, 103, 133, 137 (Selections)	for FAR 121, 125, 129, 135 (Select one)	(Check all that apply)			
📝 Personai	Scheduled or Commuter	☐ None ☐ Flag Carrier Operating Certificate (121)			
Business Executive/Corporate	☐ Non-Scheduled or Air Taxi	Supplemental			
Other Work Uss	W	Air Cargo			
☐ Instructional	Domestic or International	☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135)			
Ferry Positioning	Domestic International	On-Demand Air Taxi (135)			
Acrial Application	Cargo Operation	Large Heticopter (127)			
Aenal Observation Air Drop	Cargo Operation	Rotorcraft External Load (133)			
☐ Air Race / Show	Passenger How many?	🗖 Agricultural Aircraft (137)			
☐ Flight Test ☐ Public Use	Cargolbs	Other Operator of Large Aircraft			
Unknown					
OTHER AIRCRAFT - COLLISION	(Wair or ground collision occurred, complete	this section for <i>other</i> sircreft)			
Aircraft Registration Number Manufacture	S. e.	Damage to Other Aircraft			
i 1	VIVETERALLY THE FIRST ROLL				
Registered Owner of Other Aircraft		La Sittification 1 1 total			
*	Ciarre				
First Name:	State:	ZIP:			
Last Name:	Country:	70000000000000000000000000000000000000			
Pilot of Other Aircraft	THE WAS CONTROL OF THE PARTY OF	The state of the s			
First Name:	City:	opposite and the second			
Middle Initial:	State:	ZIF;			
Last Name:	County:	The second secon			
MECHANICAL MALFUNCTION/FA	ILURE (If more space is needed, continue	on soperate sheet)			
Wus there Mechanical Malfunction/Failure? (If yes, list the name of the part, manufactures, part no		Total Time/Cycles On Part			
		Hours			
		The National Action Control of the C			
		Cycles			
		Time Since This Part Inspected/Overhauled			
		Hours			
		to haven			
DAMAGE TO AIRCRAFT AND OTH	IER PROPERTY	2000 100 100 100 100 100 100 100 100 100			
Aircraft Damage Aircraft	STATE OF THE PROPERTY OF THE P	Aircraft Explosion			
☐ None ☐ Substantial ☐ None	Both Ground and In-Flight	☑ None ☐ Both Ground and In-Flight			
☐ Minor ☐ Destroyed ☐ In-Fite		☐ In-Flight ☐ Unknown Origin			
LICH-CI	ESTATAT	↓ □ On-Ground			
	4	b(V) A l			
		4 Z7/1 W			
		1/MIDI*			

Description of Damage to	o Aircraft and (Other Property (use add	itional sheet if i	necessary)			
N CONTROL OF THE CONT							
THE PROPERTY OF THE PROPERTY O							
NATURAL DESCRIPTION OF THE PROPERTY OF THE PRO							
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The state of the s	CONTRACTOR OF THE STATE OF THE		OCH THE THE PROPERTY OF THE PR	NORTH OF STREET, W. S. D. S. D	377		AND THE RESIDENCE OF THE PROPERTY OF THE PROPE
ARPORT INFORM	STREET, STREET	e accident/incident occi	ured on app	ADDITION OF THE PARTY OF THE PA			
Airport Identifier: KAPF		Table 1. The Continue of the second of the s	_		n Airport Cen		
Airport Name: Naples A		The second secon	O- 1	Airport Elevs			40_degrees MAG ft. MSL
Proximity to Airport		Tip LI On Airport LI	On Airstip	Without cuest	1,517471	The second secon	32: 171 L/A
Approach Segment (Sele	-	ne 🔲 Bas	e leo	Пв	inal		☐ Go Around
Crosswind	Down		Approach		borted Landing (
IFR Approach (Check all		processing to the contraction of	.	VFR Approac	h (Check all th		
	PAR Sidestep	Tangar and the same and the sam] Practice] GPS	None Traffic Patter	n		op and Go such and Go
i 🗍 sor	ils "		Loran	Straight-In			mulated Forced Landing
g teaps	Localizer Only LOC-back course	☐ Visual ☐ ☐ Contact] Unknown	☐ Valley/Torral ☐ Go Around	a ronowing		orced Landing recautionary Landing
☐TACAN ☐	RŇAV	☐ Circling		Full Stop		7707	nknown
Kunway Information				Condition of I		ng Surface Compacted	(Check all that apply) ☐ Water-Calm
Runway ID:(I			it	∐ Holes	Snow	r-Crusted	Water-Choppy
Runway/Landing Surface Runway/Landing Surface Grass/				☐ Icc Covered ☐ Snow-Dry ☐ Water- ☐ Rough ☐ Snow-Wet ☐ Wet			☐ Water-Glassy ☐ Wet
Concrete Grayel	☐ Me:	al/Wood Unknown	ì	Rubber Deposits Soft Unknown			
Dirt Lico	☐ Sno	THE PERSON NAMED AND POST OF THE PERSON NAMED	The Same of the Sa	Slush Covere	TOTAL BUT STREET, STATE OF THE		The same of the sa
FLIGHT ITINERAR	Y HYP CHAP	Time of Departure	Destination	entropy and alternative to \$200,444, by the best of the second	CONTRACTOR OF THE SECRETARY OF THE SECRE	The same of the sa	r Plan Filed
Last Departure Point Airport ID: KAPF		-	Airport ID:			None I The ringu	□ VFR/IFR
City: Naples	-	Time: 10:34AM	City: immo		dinastrany	Company	VFR DIFR
State: Florida		Time Zone: Eastern	State: Floris		and a second second second	☐ Military `☐ VFR	VFR Unknown
Country: USA		nace and distributed	Country: US	//		Activated?	☐ Yes ☑ No
Type of ATC Clearance/			hidigaaga, seemaa maraa saa saa 40 km iyo iyo go go	THE PROPERTY OF THE PROPERTY O	anny o' de cultura e propins propins de la company de la c	agented construction and and and and and and and and and an	Section Section 1997 (Children of the Children
☑ None □ VFR	☐ Special VFR ☐ iFR	☐ Speci			FR Flight Follow affic Advisory	ing	Cruise Unknown / NA
Airspace where the secie		THE RESIDENCE OF THE PROPERTY	DESCRIPTION OF THE PARTY.	Samuel Annual State of the Stat		WARD IN THE RESERVE TO THE RESERVE T	TO THE PROPERTY OF THE PROPERT
Class A	Class E	☐ Pro	hibited Area		☐ Jet Training	Area	☐ Special
I Class B Z Class C	Class G Demo Area		tricted Area itary Operation	s Area (MOA)	∏ TRSA □ FAR 93		☐ Air Traffic Control Area ☐ Unknown
Class D	☐ Warning Area	a [] Ain	port Advisory A			#80/81-328-1-1A-1 ₁	
Aircraft Lond Descriptio		- 11	• 1		faued - "		
i ∏None ☑ Passengers	Towing Glide Towing Bann	er 🔲 Wa			☐ Livesteck ☐ Unknown		
□ Сигдо	Other Externs		mical/Fertilize	r/Seeds		الدائين المنازعة والمنازعة	n neer stryke my neep eerste een een een een de kommen van de een een de een de een de een de een de een de ee
FUEL & SERVICES	<u> </u>	COLUMN TO SECULT AND A SECULTURE DE LA COLUMN DE LA COLUM	and the state of t	Company of the Compan	a parties de la company (1777) de la Annie Annie	Name of the Owner, where the Parks of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner,	a veze tersenetan atatan kata kata kata kata kata kata
Fuel on Board at Last Ts (convert from pounds, as nece		Fuel Type	□ 115/145	□ ЛР3		nar emanisti	
SPECIAL COLUMN C	Gallons	100 Low Lead	I Jet A	☐ JP4	issued 1.7 (d.	err, appears	195,4 8.41 \alpha Auditoria Auditori
Other Carriers If a P		100/130	Automotiv	re Inps	the transfer of the second		The State of the S
Other Services, if Any, P	iw white	5 %·					
un constitution of the con							



EVACUATION OF AIF Was his emergency evacuation		et or a who come	d? [] Yes	No	the second secon	A STATE OF THE PROPERTY AND
Was an emergency evacuation. Method of Exit – Describe ho				The second secon	h location	and the state of t
vietnod of Esit – Describe no ledical Emergency team was a				nies gvalamili, lal	M 10Catton	
Q ,	,					
NEATHER INFORMA	TIME AT	LICE APPE	TERTINE		тите игтя спесьмен мунисопроставленняем примене данне приметателя того торя, аму фил бору по фед	ттөүрү түт тооминин жайшауш аймган мен жерекен байын аймган байсан жайын кайын жайын жайын жайын жайын жайын ж
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acility ID:			(Check all that ag	ply)		(Check all that apply)
Discreation Time:			☐ National Wes		Company Military	☐ In Person ☐ Teletype
Time Zone:			Flight Service TV/Radio Automated Re	. 126351621	[] Internet	Telephone/Computer
Distance from Accident Site:			Automated Re	eport Veather Service (DU	Unknown	☐ Aircraft Radio ☐ TV/Radio
Direction from Accident Site:			1 -1 Commercial	section possible (Lie		Unknown
riefing Type/Completeness			Light Conditio	·O		Visibility
] Full	Abbrev		□ Dawn	Dusk	Dark Night	ooffice.
Partial / Limited By Pilot Partial / Limited By Briefer	☐ Unknov ☐ Not Per		[Z] Day	C Night	☐ Bright Night ☐ Not Reported	niles
sky/Lowest Cloud Condition		Ceiling	9	7N-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	Restriction to Visibilit	y (Check all that apply)
☐ Clear ☐] Thin Broken	M None		Obscured	☑ None	☐ Fog
Few [Partial Obscuration [Thin Overcast Unknown	☐ Broke		☐ Indefinite ☐ Unknown	Blowing Dust Blowing Sand	Ground Fog Haze
A Scattered					Blowing Snow	☐ lee Fog
owest Cloud Condition Hei	ght	Ceiling	Height	· · · · · · · · · · · · · · · · · · ·	Blowing Spray	□ Smoke □ Unknown
	fi AGL			ftAGL		Second
Vind Direction	Wind Speed		Wind G		Type of Turbulence (C	heck all that apply)
(ndicared:	Velocity:	KTS	Velocity:	KTS	☐ None ☐ In C	louds
degrees MAG	~05°		-			nity of Thunderstorm
] Variable	∏ Calm ∏ Light and V	ariable	☐ Gustin		Severity of Turbulence	
	Late - Appendix to the same		hand 1101 to College		Severe Mod	crate Chop
VOTAMs (D. L and FDC), AIRMETs.	SIGMETS	, PIREPs in ef	fect at the time	of the accident/incident	The second state of the se
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angarifi gigigi da da da kanan ang ki many sa ayay 1995 da ga da	The approximation of the property of the prope	Similar on The	gg gg 2556 gg 35 gg 255 gg Tha a tha a th	alen var file best in the companies of the second second second	anner en ann a 1800 gelle Standpour en yeur gergen angele ann an ann an de de le comme de le comme de le comme 1800 gelle gelle de le comme de le com	and the state of t
Cemperature: (C)		Icing Fores		Туре	Type of Precipitati	on (Check all that apply)
Cemperature:(C) or(F)	and the same of th	□ None	☐ Moderate	Rime	□ Rain	ice Pellets
.ltimeter Setting:i	n. HG	☐ Trace ☐ Light	Severe	☐ Clear ☐ Mixed	Snow	Snow Pellets Snow Grains
orMB				Line a constant	Rain Showers	Cook Grants Lee Crystals
ensity Aftitude: ft Icing Actu		Icing Actus		Type	Freezing Rain	Loe Pellets Shower
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	440	None None	☐ Moderate	☐ Rime	1	Andrew (T. T. T
	And an included an inc	Ттасе	☐ Moderate ☐ Severe	Clear	Intensity of Precip	
Density Aftitude:(C) or(F)						itation oderate []Heavy
		Ттасе	Severe	Clear Mixed		
		Ттасе	Severe	Clear		
		Ттасе	Severe	Clear Mixed		

PILOT "A" INFORMATION										
Pilot "A" Responsibilities a					198e/W					
☐ Pilot ☐ Co-Pilot	Student Piloi	☐ Flight	Instructor _	Check Pilot	☐ Fligh	t Engineer	Other	Flight Crew	erzektok volobilektek distroktoren.	در د
Pilot "A" Identification										
First Name; Edward		A-PA-PA-PA-PA-PA-PA-PA-PA-PA-PA-PA-PA-PA				a Springs				
Middle Initial: S					State: Florida ZIP: 34134					
Last Name; Jackson			CALLER BESTERONE STREET, SPECIAL SPECI	COL	intry: US	OA				
Age at time of Accident/Inci-	lent: 56.	Date of B	irth: mm/ald/y		rtificate N	Jumber				
Degree of Injury	Seat Oceu	•		1	t Belt			Shoulder I		
∏ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	Left A Right Center	☐ Front ☐ Rear ☐ Single	☐ Unkno	8			□ No □ No	Used Available	Ø∏ Yes □ Yes	□ No □ No
Pilot Certificate(s) (Check all that apply)										
□ None ✓ Student □ Recreational □ Commercial □ Flight Engineer □ Foreign □ Private □ Flight Instructor □ Sport □ Airline Transport □ U.S. Military										
	Vledical Certifi	cate	1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Med	lical Cer	titīcate ¥'s	lidity	Date of L	ast Medic	al
☐ Pilet		Class 3	28 . Yell .		Vithout lim	nitations/wa	ívers	05/19	/2009	
☑ Other ☐ Unknown	V Class 2	∐ Univer's Lic∙ ∐ Unknown	ense (Sport Pilot	(only)	vita menai Inknown	tions/waive	îs	mm/do	Vyyyy	
		and the same of th	79784 J.J., J., J., J., J., J., J., J., J., J					<u> </u>		The section of the se
Medical Certificate Limitat Must Have Avallable Glasses for ne										
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Medical Certificate Waiver	9	WASHING WHEN WALKER A.	, L ₂₀₀ ,					Harin in handare, devansaries		
										:
Date of Last Flight Review		Fligh	t Review Alre	raft			16 m hair II. Laborous.			And the second section of the second second
or Equivalent, Including FAR 121/135 Checks:	06/09/2009	Muke	: Diamond							
arran chairle chairean	mm'dd'yyyy		l: DA-42						,,,	deportmental.
Airplane Rating(s)	Other Aircra	ft Rating(s)	instrum.	ent Rating(s)	I	Instructo	r Kating(s)	7,474	TOPIC LOCAL CONTRACTOR OF THE PARTY OF THE P	
(Check all that apply)	(Check all that	apply)		that apply)	Andrespie	(Check all				
☐ None ☑ Single-Engine Land	None		None		1	☐ None			Instrument	
✓ Single-Engine Land Single-Engine Sea	☐ Airship ☐ Free Balloor	n	Airpla				e Single-Eng e Multi-Engi		Instrument Helicopter	
Multiengine Land	☐Glider		Power		ì	Gyroph	nig e vissus-enër	L	Glider	
Multiengine Sea	Gyroplane		1		1	Powere			Sport	
	☐ Helicopter ☐ Powered Lit	ì			1					
Type Ratings				T 637A	· · · · · · · · · · · · · · · · · · ·	Student I	Ludorseme	nts (Include d	lates)	
					d constant					
					the second					
					-					
			Airplane			1		1		1272-70-1-1-1
Flight Time (enter appropriate	1	This Make	Single	Airplane			rument			Lighter
number of hours in each box) Total Time	Aircraft	& Model	Engine 4 450	Multiengine	Night	Actual	Simulated	Rotoceraft	Glider	Than Air
NA TO THE PARTY OF	1,423	19 7	1,150	249	66	198	66	19		
Pilot in Command (PIC) Time as Instructor	1,220		W. a.			 		7		NO.2012-18-2-0-1-1-1
This Make/Model						-				
Last 90 Days	29					1	ļ			
Last 30 Days	10		***************************************						-A/21/45//	
Last 24 Hours	1 0	The same of the sa		200174	hadra da				***************************************	
and the second s	ner Sa compar proposation and an arrange and a second	52.5M. 63.	THE REAL PROPERTY AND ADDRESS OF THE PERSON			.i	t		١ .	ar 3 8

PILOT 'B' INFORM	promise the second control of the second con		TAXABLE PROPERTY OF THE PROPER	·	Mindle Callender - Apple - Apple	at vicinia por principa de la composición dela composición de la composición de la composición dela composición dela composición de la composición dela composición de la composición de la composición dela composición de la composición dela composición de	TEACHER THE THE TAXABLE PROPERTY.	A DESCRIPTION OF THE PROPERTY OF THE PARTY O	MINISTRALISM SEE SEE SEE	<u>دوروسو</u> د مشمر مينايندان دورمس شاند.
Pilot "B" Responsibilities				1 AL	Service Anna .					
Pilot Co-Pilot	Student Pilot	☐ Flight In	structor [Check Pilot	Li Fitg	ht Engineer	L. Other	Flight Creav		
Pilot "B" Identification										
First Name:	,		an angar, ar agains agains Malaysia (alaysia) (alaysia)	Çî)	y:			and the same and t	V 17 Matrix camba/meteorolog	n shaqees simon more
Middle Initial:				Sta	ite:		CIP:			
Last Name;				itemet.				OF THE PERSON OF		
Age at time of Accident/Inc	dent:	Date of Birt	th:		rrificate l	Number:	1000 L-002 Laboratoria			
Degree of Injury	Seat Occupied			7 3 t	t Belt			Shoulder F		
None Fatal Sinor Unknown] Front] Rear	Unidal Unidal		-	Yes	⊒No	Used	Yes Yes	□ No
Scrious LI Unknown	Center C	I Single	ä	Ave	ilable	☐ Yes	∃No	Available	Yes	∏ No
Pilot Certificate(s) (Check of			KEN MINISTERIO MENTALAMBAN MENTALAMBAN ANTALAMBAN ANTA		receptory of the Control of the Cont	5		again to gift a mail for many managed and many	· · · · · · · · · · · · · · · · · · ·	CONTRACTOR SECTION OF THE CONTRACTOR SECTION S
□ None □ Student □ Recreational □ Commercial □ Flight Engineer □ Foreign										
☐ Private ☐ Fli	ght Instructor	Sport 🔲		Airline T	анзроп		U.S. Militar			
Principal Occupation	Medical Certificate	2		Me	dical Cer	rtificate Va	lidity	Date of L	ast Medica	al .
Pilot	None C	lass 3	4.6 (0.1)			mitations/wai		disconnection of the second		
Other Unknown	Class 1 D.	nver's Licen nknown	se (Sport Pilot	only)	With limite Jaknowa	ations/waiver	8	mm/dd/	PUID	
1 Silver	9 MAN H (MIT 4 M L M)				************					
Medical Certificate Limita	tions									
Medical Certificate Waive	rs		······································		arent man agrafat in alle 1 and 14 and			ALTERNATION OF THE PARTY OF THE	1988 1848 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
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ON THE PROPERTY OF THE PROPERT										
Date of Last Flight Review	Selful Park State of the Selful Selfu	Flight	Review Airc	raft	****		reengere fullkindenskilken en en veder			
or Equivalent, Including		_								
FAR 121/135 Checks: _	mm(dd yyyy	- Model:		· · · · · · · · · · · · · · · · · · ·					Yali Yali wasan ahaa ahaa ahaa ahaa ahaa ahaa ahaa 	
Airplane Rating(s)	Other Aircraft R	wash ser		ent Rating(s		F	To a dim a de l	THE RESIDENCE OF THE PARTY OF T		
(Check all that apply)	(Check all that appl			ein examigis Lihai apply)	,	Instructor (Check all ti				
□None	☐ None		None			None	and and the six		Instrument A	uirplane
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NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

On the day of the accident I had planned a solo cross-country flight meant to meet some minimum requirements for helicopter certification including the requirement to have a cross-country of at least 75 miles with 3 takeoffs and landings at a controlled airport. My intention was to fly to Immokalee, make one landing, fly to Labelle, make a second landing, and fly back to Naples airport and make 3 takeoffs and landings to a full stop in a controlled environment. The helicopter had been flown in the morning by another student, so when I got to the airport I immediately asked Ruth to have a gas truck top off the fuel tank, which they did. Prior to my departure I went through an external preflight of the helicopter, as I typically do, using the preflight list. I also recall chacking the gas cap to make sure the gas cap was light. I found nothing out of the ordinary during the preflight inspection. Once I had completed it, I took my seat in the helicopter and went through the internal preflight checklist, and once again found nothing unusual. It should be noted that it has been my experience that there is typically one magneto that runs rougher than the other, but both were within the 125 rpm maximum drop in 5 seconds tolerance window, I don't recall anything unusual about the rest of the pre-departure process.

I received clearance to deport Naples to the south-east, from the tower, after which time I achieved a very controlled, successful initial hover of approximately 5 to 7 feet, and immediately thereafter initiated my takeoff. The takeoff was typical of my takeoffs to the southeast, or to the south. I initiated a takeoff that consisted of paralleling runway 14, east of the runway, approximately overtop of taxiway brave. I did notice during my takeoff, as I began my climb, at between 55 and 60 knots indicated, I had almost 29 inches of manifold pressure indicated on my manifold pressure gauge and my engine rpm's were near the bottom of the green arc. My desire was for the manifold pressure to be closer to 27 inches and for the engine rpm's to be between the middle and top of the arc.

I have learned through experience and my instructor that I can adjust the collective down slightly and the manifold pressure gage will fall and engine rpm's will rise and this will usually correct the aforementioned situation, so this is what I did. I recall noticing that, although I did have the effect of bringing the manifold pressure down. I didn't have the offect of bringing the engine rpm's up. I recall increasing the throttle and getting very little or no throttle response. I think it was at about this time that I began hearing an intermittent beeping from the low-rotor-rpm warning horn. I also recall that the audible sound of the engine was not typical and the helicopter felt a bit sluggish.

I remember having an immediate concern and initiating a turn to the left, calling the tower to inform them what I was doing and that my intention was to return to the field. As I came out of the turn in a direction that I think was toward the field I was applying what I recall was full or nearly full throttle to the engine and yet as the turn ended I heard the low-rotor-rpm horn go to a steady tone. I was also clearly descending at a rapid rate. I remember having a sense that I wasn't going to make the airport so I immediately started looking for a neutral landing spot where I could land without hurting myself or anyone else on the ground.

Frecall seeling a swimming pool right in front and below me, and my decent angle seemed to be such that I thought I could reach the pool and I could clearly see there was no one in it. I remember thinking that I needed to maintain as much rpm in the rotor as possible to get any autorotation effect. Just after choosing the pool as my landing spot, I closed the throttle and dropped the collective. As I reached my target landing spot I could see I was going to miss the pool, but I could see a wood trellis and a small building near the pool that seemed pretty obvious I was going to hit.

Just prior to landing on the wood trellis, I pulled the collective to its' upper most position. I remember collapsing the trellis and possibly the section of the small building and I remember being conscious for at least some time there after and being conscious for the possibility of fire, though I wasn't able to exit the helicopter due to my broken leg. I have little memory beyond this point. The whole experience from realizing what I believe was a power problem to landing on or around the pool trellis seems to be no more than 10-20 seconds in my memory. It all happened very fast.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

Not sure yet. We will have to see what the NTSB determines



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