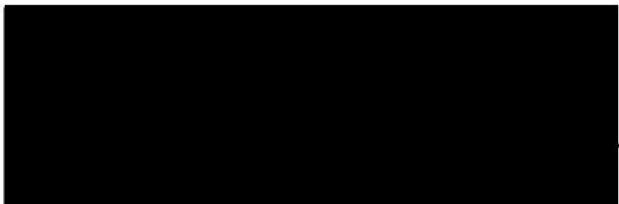


03/01/2022

Conditions were day visual flight rules with southerly winds at less than 10 knots. Tuesday March first at 10:50 in the morning, Boone Hawley and I took off from Martin State Airport (KMTN) northeast bound to Fallston Airport (W42). Forty minutes into the routine training flight at about 11:30, while attempting a left pedal turn the helicopter descended just enough to touch the rear left skid, surprising the student who then added right lateral cyclic. With a turning motion and a pivot point, the helicopter rolled to its right side. We both exited the aircraft, turned off the fuel shutoff valve, and master battery switch.



Anthony Rochon



Castroville, CA 95012

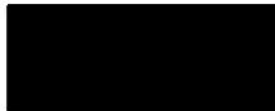
MY NAME IS JOSHUA BOONE HAWLEY [REDACTED] I WAS INVOLVED IN AN AIRCRAFT ACCIDENT ON 3/1/2022 WITH INSTRUCTOR ANTHONY RACHON. WE DEPARTED FORM KMTN AT APPORXIMATLY 1100 AND HEADED TOWARDS W42 FOR APPROACH WORK AND HOVER WORK. AFTER MAKING OUR SECOND APPROCAH IN THE PATTERN DOWN TO RUNWAY 22 AT APPROXIMATLY 1135 WE BEGAN PRACTICING LOW HOVER AND TURNS AT AIRPORT W42. WE WERE ABOUT 1000 FT DOWN RUNWAY 22 AT THE APPROACH TO THE TAXI WAY BACK TO RWY 22 PRACTICING HOVERS W/ QUARTERING HEADWIND OF APPROXIMATLY 5-10KTS, MY INSTRUCTOR WAS INSTRUCTING ON THE MANUEVER FOR A HOVER TURN. WE STARTED WITH A HOVER TURN TO THE LEFT, TO TURN BACK TOWARDS RUNWAY 22 NEAR THE TAXI WAY TURN OFF. AS WE TURNED QUARTERING HEADWIND TURNED TO A CROSSWIND, AT SOME POINT IN THIS TURN TO FULL CROSSWIND THE HELICOPTER DESCENDED TO LOW TO THE GROUND AND MADE CONTACT, WE WERE IN A SLIGHT FORWARD MOTION SO THE AIRCRAFT CONTINUED FORWARD, AND AT THE SAME TIME THE AIRCRAFT IMMEDIATELY AND VIOLENTLY ROLLED TO THE RIGHT. THE ABBRUPTNESS OF THE STOPPING MADE THE NEXT FEW SECONDS A LITTLE FUZZY FOR ME AS THE AIRCRAFT CAME TO REST ON ITS RIGHT SIDE, I OPENED MY EYES TO SEE MY INSTRUCTOR PUSHING THROUGH THE PLEXIGLASS CANOPY WINDOR ON MY SIDE THAT HAD COLLAPSED TO GET US OUT OF THE AIRCRAFT. AFTER GETTING HIMSELF INTO A POSITION TO ASSIST ME, HE HELPED ME OUT OF THE

AIRCRAFT AND COMPLETED SHUT DOWN PROCEDURES FOR THE AIRCRAFT. THE AIRPORT MANAGER

ARRIVED AND FSDO WAS CONTACTED. PICTURES WERE TAKEN OF THE SCENE BY THE AIRPORT

MANAGER AND FLIGHT INSTRUCTOR. ALL STATEMENTS IN THIS DOCUMENT ARE TRUE AND ACCURATE

TO THE BEST OF MY UNDERSTANDING OF THE EVENTS.



JOSHUA BOONE HAWLEY

 SHADY SIDE MD 20764



