



## NATIONAL TRANSPORTATION SAFETY BOARD

### **Summary of FAA Inspector's Factual Report**

**From: James M. Holmes, Aviation Safety Inspector**

**To: Leah D. Read, NTSB IIC**

**Subject: NTSB Case: ERA23LA073, Titusville, FL**

The following is an excerpt of FAA Inspector's Holmes' Factual Report:

*"On November 28, 2022, at 10:30 AM EST I was notified of the crash of N8006A, a Rotorway Exec 162F helicopter at the Space Coast airport in Titusville, FL. I made contact with the aircraft owner and pilot-in-command of the aircraft during the accident, Mr. Joe Priolo and made arrangements to inspect the aircraft at 1:00 PM EST on November 28, 2022 at the Space Coast Airport.*

*I arrived at the Space Coast airport, in Titusville, FL at 1:05 PM EST. When I arrived the aircraft was upright and sitting on its landing gear. The tail boom was attached but did show signs of damage as a result of a dynamic rollover. Both main rotor blades had been cut off the main rotor head by the airport fire department and were sitting in front of the aircraft. Both main rotor blades showed signs of having made contact with the ground as a result of the dynamic rollover. The fuselage of the aircraft was damaged during the accident sequence. The wind shield was busted and the main rotor pylon showed signs of*

*damage as a result of the dynamic rollover. The tail rotor system was undamaged and continuity of the tail rotor drive system was confirmed. The aircraft landing gear appeared to be undamaged. Flight control continuity was confirmed for the cyclic, collective and tail rotor.*

*The engine was in its normal position and the engine mount and all associated accessories appeared to be undamaged. The spark plugs were pulled and the Number 4 cylinder spark plugs showed signs of damage. A bore scope was inserted into the cylinder, through the spark plug port and showed signs of damage. The right side valve cover was pulled and it was discovered that the Number 4 cylinder exhaust valve had failed. The valve retention clip for the Number 4 cylinder exhaust valve was not located.*

*I reviewed the aircraft maintenance records and the last aircraft condition inspection was completed on January 11, 2022 at 691.5 hours total time airframe. The engine's last oil change and 25 hour inspection was accomplished on October 19, 2022 at 120.4 hours engine total time. All required aircraft maintenance was up to date at this time.*

*Mr. Priolo stated that after takeoff the engine started to backfire. He was attempting to land when he contacted the surface at 5-6 MPH at this point the left skid dug into the ground and the aircraft experienced a dynamic rollover to the left."*