



Aviation Investigation Factual Report

Location:	Smoketown, Pennsylvania	Accident Number:	GAA20CA060
Date & Time:	November 4, 2019, 11:19 Local	Registration:	N8560A
Aircraft:	Robinson R22	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	30,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Student pilot Information

Certificate:	None	Age:	44,Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N8560A
Model/Series:	R22 Alpha	Aircraft Category:	Helicopter
Year of Manufacture:	1985	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0474
Landing Gear Type:	N/A; Skid	Seats:	2
Date/Type of Last Inspection:	September 6, 2019 100 hour	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10410.1 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-B2A
Registered Owner:	Smoketown Helicopters LLC	Rated Power:	145 Horsepower
Operator:	Smoketown Helicopters LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	KLNS,403 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	318°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	12°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Smoketown, PA (S37)	Type of Flight Plan Filed:	None
Destination:	Smoketown, PA (S37)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SMOKETOWN S37	Runway Surface Type:	Grass/turf
Airport Elevation:	370 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.041667,-76.201942(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	David Reeves; FAA; Harrisburg, PA
Report Date:	February 19, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=100536

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).