



Aviation Investigation Factual Report

Location:	Spanish Fork, Utah	Accident Number:	WPR23LA191
Date & Time:	May 15, 2023, 11:00 Local	Registration:	N227WM
Aircraft:	ROBINSON HELICOPTER COMPANY R22	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 5, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 20, 2023
Flight Time:	357.3 hours (Total, all aircraft), 270.7 hours (Total, this make and model), 312.2 hours (Pilot In Command, all aircraft), 167.6 hours (Last 90 days, all aircraft), 99.4 hours (Last 30 days, all aircraft), 7.2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	26, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 62.6 hours (Total, all aircraft), 62.6 hours (Total, this make and model), 10 hours (Pilot In Command, all aircraft), 18.4 hours (Last 90 days, all aircraft), 5.8 hours (Last 30 days, all aircraft), 0.8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N227WM
Model/Series:	R22	Aircraft Category:	Helicopter
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4172
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	April 15, 2023 Annual	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4416 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-J2A
Registered Owner:	Utah Helicopter	Rated Power:	145 Horsepower
Operator:	Utah Helicopter	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPVU,4497 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A /
Altimeter Setting:	30.35 inches Hg	Temperature/Dew Point:	15°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spanish Fork, UT (KSPK)	Type of Flight Plan Filed:	None
Destination:	Spanish Fork, UT (KSPK)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.07911,-111.86675(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Suzanne Braund; FAA; Salt Lake City, UT
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=174533

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).