



# Aviation Investigation Final Report

<b>Location:</b>	Garnett, Kansas	<b>Accident Number:</b>	CEN22LA158
<b>Date &amp; Time:</b>	March 26, 2022, 16:30 Local	<b>Registration:</b>	N7087X
<b>Aircraft:</b>	ROBINSON HELICOPTER R22 BETA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Dynamic rollover	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

After refueling the helicopter, the pilot entered into a light hover to return to his hangar. Due to obstacles on the left side of the helicopter, the pilot attempted to hover taxi horizontally to the right. While executing this maneuver, the right skid contacted the ramp and the helicopter entered into a dynamic rollover and came to rest on its right side, which resulted in substantial damage to the main rotor. The pilot reported that there were no preaccident mechanical malfunctions or failures that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain lateral control while hovering which resulted in a dynamic rollover.

### Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Lateral/bank control - Not attained/maintained



## Factual Information

### History of Flight

<b>Maneuvering-hover</b>	Dynamic rollover (Defining event)
<b>Maneuvering-hover</b>	Loss of control in flight
<b>Maneuvering-hover</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	74, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 11, 2021
<b>Flight Time:</b>	6115 hours (Total, all aircraft), 293 hours (Total, this make and model), 5647 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON HELICOPTER	<b>Registration:</b>	N7087X
<b>Model/Series:</b>	R22 BETA	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1998	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2829
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	August 3, 2021 Annual	<b>Certified Max Gross Wt.:</b>	1370 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1798 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	145
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KUKL,1173 ft msl	<b>Distance from Accident Site:</b>	24 Nautical Miles
<b>Observation Time:</b>	16:35 Local	<b>Direction from Accident Site:</b>	274°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Temperature/Dew Point:</b>	15°C / -12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Garnett, KS (K68)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Garnett, KS (K68)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Garnett Municipal Airport K68	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	988 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.277306,-95.215222(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Folkerts, Michael
<b>Additional Participating Persons:</b>	Keith Allen; Flight Standards District Office; Wichita, KS
<b>Original Publish Date:</b>	July 5, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=104852">https://data.ntsb.gov/Docket?ProjectID=104852</a>

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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](#).