



Aviation Investigation Final Report

Location:	Garnett, Kansas	Accident Number:	CEN22LA158
Date & Time:	March 26, 2022, 16:30 Local	Registration:	N7087X
Aircraft:	ROBINSON HELICOPTER R22 BETA	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	74, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 11, 2021
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Airport Information

Airport:	Garnett Municipal Airport K68	Runway Surface Type:	
Airport Elevation:	988 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:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.277306,-95.215222(est)

Administrative Information

Investigator In Charge (IIC):	Folkerts, Michael
Additional Participating Persons:	Keith Allen; Flight Standards District Office; Wichita, KS
Original Publish Date:	July 5, 2022
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=104852

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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](#).