



Aviation Investigation Final Report

Location:	Hawley, Texas	Accident Number:	CEN22LA167
Date & Time:	April 5, 2022, 10:30 Local	Registration:	N999FR
Aircraft:	ROBINSON HELICOPTER COMPANY R22	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he landed and exited the helicopter and stood just outside of the door. The helicopter “picked up, spun around,” and knocked the pilot onto the ground. The helicopter came to rest on its left side resulting in substantial damage. The helicopter manufacturer had issued a safety notice SN-17 in 1984. The notice stated in part that the pilot should never exit the helicopter with the engine running and rotors turning as “the collective can creep up, increasing both pitch and throttle, allowing the helicopter to lift off or roll out of control.” The pilot stated that there were no mechanical anomalies with the helicopter that would have precluded normal operations.

Probable Cause and Findings

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

The pilot’s poor decision to exit the helicopter with the engine and main rotor still operating.

Findings

Personnel issues	Unnecessary action - Pilot
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Factual Information

History of Flight

Standing-engine(s) operating	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 15, 2021
Occupational Pilot:		Last Flight Review or Equivalent:	October 19, 2021
Flight Time:	(Estimated) 14285 hours (Total, all aircraft), 12177 hours (Total, this make and model), 14131 hours (Pilot In Command, all aircraft), 208 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N999FR
Model/Series:	R22	Aircraft Category:	Helicopter
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4792
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	January 31, 2022 100 hour	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2084 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360j2a
Registered Owner:	WHEATLY ANDY	Rated Power:	124 Horsepower
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:	KDYS,1789 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	10:56 Local	Direction from Accident Site:	197°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 22 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.62 inches Hg	Temperature/Dew Point:	25°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hawley, TX	Type of Flight Plan Filed:	None
Destination:	Hawley, TX	Type of Clearance:	None
Departure Time:	09:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.609936,-99.785728(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Corey Wehmeyer; FAA FSDO; Lubbock, TX
Original Publish Date:	October 13, 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=104888

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](#).