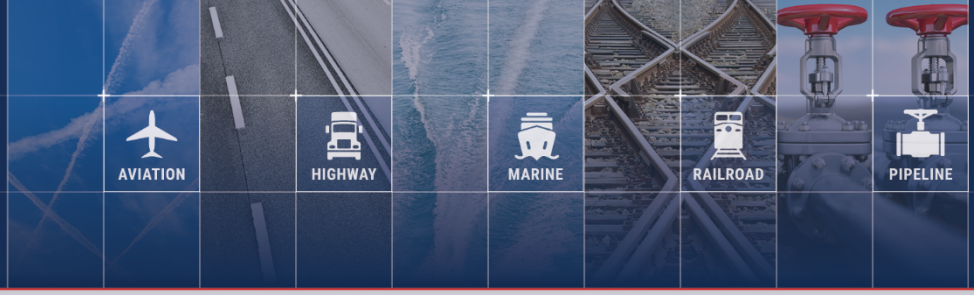

Aviation Investigation Final Report

Location:	Salt Lake City, Utah	**Accident Number:**	WPR22LA157
Date & Time:	April 16, 2022, 13:30 Local	**Registration:**	N3297Q
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	**Aircraft Damage:**	Substantial
Defining Event:	Dynamic rollover	**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor of the helicopter reported that, while conducting hover training about five ft above ground level, with the student pilot at the flight control, the helicopter began drifting to the right and the right skid contacted the ground. The helicopter subsequently exceeded the critical roll angle and experienced a dynamic rollover to the right. The helicopter sustained substantial damage to the tailboom. The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the helicopter 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 student pilot's failure to maintain lateral control and terrain clearance while hovering, and the flight instructor's delayed remedial action which resulted in a dynamic rollover.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Altitude - Not attained/maintained

Factual Information

History of Flight

Maneuvering-hover	Dynamic rollover (Defining event)

Flight instructor Information

Certificate:	Commercial; Flight instructor; Military	**Age:**	43,Male
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Helicopter; Instrument helicopter	**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	March 28, 2022
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	February 9, 2022
Flight Time:	(Estimated) 1384 hours (Total, all aircraft), 75 hours (Total, this make and model), 1349.5 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 127.6 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	**Age:**	42,Female
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:**	
Medical Certification:	None	**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	(Estimated) 3.6 hours (Total, all aircraft), 0.5 hours (Total, this make and model), 3.6 hours (Last 90 days, all aircraft), 3.6 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	**Registration:**	N3297Q
Model/Series:	R44 II	**Aircraft Category:**	Helicopter
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	None	**Serial Number:**	10178
Landing Gear Type:	Skid	**Seats:**	4
Date/Type of Last Inspection:	March 24, 2022 100 hour	**Certified Max Gross Wt.:**	2500 lbs
Time Since Last Inspection:	19.9 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	4195.9 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed	**Engine Model/Series:**	10-540-AE1A5
Registered Owner:	UTAH HELICOPTER LLC	**Rated Power:**	260 Horsepower
Operator:	UTAH HELICOPTER LLC	**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:	KU42,4603 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	13:35 Local	**Direction from Accident Site:**	189°
Lowest Cloud Condition:		**Visibility**	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots / 17 knots	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	230°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	29.77 inches Hg	**Temperature/Dew Point:**	17°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salt Lake City, UT	**Type of Flight Plan Filed:**	None
Destination:	Salt Lake City, UT	**Type of Clearance:**	VFR;None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	South Valley Regional Airport U42	**Runway Surface Type:**	
Airport Elevation:	4606 ft msl	**Runway Surface Condition:**	Dry
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	40.619556,-111.99288(est)

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Paula A. Behrend; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	July 20, 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=104961