



Aviation Investigation Final Report

Location:	Reno, Nevada	Accident Number:	WPR22LA205
Date & Time:	June 2, 2022, 16:00 Local	Registration:	N91JK
Aircraft:	Bell HH-1H	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Public aircraft - local		

Analysis

The two pilots were practicing pinnacle landings and takeoffs on a hilltop. The pilot in command (PIC) in the right seat was performing a takeoff when the helicopter encountered a wind gust that resulted in a right yaw. The PIC applied left anti-torque pedal to arrest the yaw when his left heel slipped off the front end of the footrest. His foot became wedged between the pedal and footrest, which resulted in an uncontrollable left spin. The PIC reduced collective, and the helicopter landed hard. The landing skids collapsed on landing, substantially damaging the fuselage and tail. The pilot reported that there were no 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 pilot's loss of control following the inadvertent placement of his foot behind the anti-torque pedal.

Findings

Environmental issues	Gusts - Response/compensation
Personnel issues	Aircraft control - Pilot
Aircraft	Yaw control - Not attained/maintained

Factual Information

History of Flight

Initial climb	Other weather encounter
Initial climb	Attempted remediation/recovery
Initial climb	Miscellaneous/other
Initial climb	Loss of control in flight (Defining event)
Initial climb	Off-field or emergency landing

Pilot Information

Certificate:	Commercial	Age:	64, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-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:	April 25, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 11, 2021
Flight Time:	1154 hours (Total, all aircraft), 187 hours (Total, this make and model), 1077 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial	Age:	56, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 25, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 31, 2021
Flight Time:	5500 hours (Total, all aircraft), 700 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N91JK
Model/Series:	HH-1H	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	None	Serial Number:	70-2482
Landing Gear Type:	Skid	Seats:	15
Date/Type of Last Inspection:	July 9, 2020 Continuous airworthiness	Certified Max Gross Wt.:	10500 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:		Engine Manufacturer:	
ELT:	C126 installed, not activated	Engine Model/Series:	
Registered Owner:	WASHOE COUNTY SHERIFF DEPT	Rated Power:	
Operator:	WASHOE COUNTY SHERIFF DEPT	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRNO,4405 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	15:55 Local	Direction from Accident Site:	144°
Lowest Cloud Condition:	Clear / 11000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 21 knots	Turbulence Type Forecast/Actual:	Terrain-Induced /
Wind Direction:		Turbulence Severity Forecast/Actual:	Moderate /
Altimeter Setting:	3006 inches Hg	Temperature/Dew Point:	26.7°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV (RTS)	Type of Flight Plan Filed:	None
Destination:	Reno, NV (RTS)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.6939,-119.94031(est)

Administrative Information

Investigator In Charge (IIC):	Baker, Daniel
Additional Participating Persons:	Ryan Branch; FAA; Reno, NV
Original Publish Date:	August 12, 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=105222

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