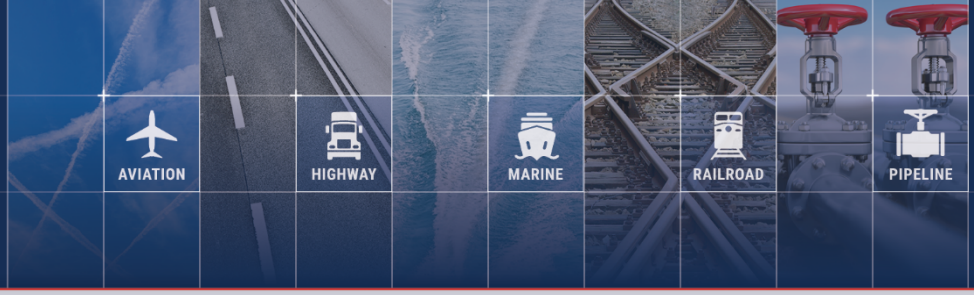

Aviation Investigation Final Report

Location:	Porter, Texas	**Accident Number:**	DFW06CA156
Date & Time:	June 8, 2006, 10:00 Local	**Registration:**	N17VH
Aircraft:	Campbell W/Smiley J Execytive 162F	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 38-hour student helicopter pilot stated he intended to practice hovering maneuvers over a grass apron adjacent to a taxiway at the airport. The pilot reported that while in the process of changing directions, while hovering at a skid height of 18 inches off the ground, the left landing gear skid came in contact with the ground and he was unable to stop or correct the rollover. The main rotor blades of the experimental single-engine helicopter were destroyed when the helicopter came to rest on its right side. The pilot, who held a private certificate in airplanes single-engine land, reported he had accumulated a total of 1,986 hours. In a narrative statement submitted by the pilot he added that "the accident was due solely to pilot error and did not involve any other aircraft, person, vehicles, or property."

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 after encountering dynamic rollover while hovering.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: HOVER

Occurrence #2: ROLL OVER

Phase of Operation: HOVER

Findings
1. (C) DYNAMIC ROLLOVER - ENCOUNTERED - PILOT IN COMMAND
2. TERRAIN CONDITION - GRASS

Factual Information

The 38-hour helicopter student pilot stated he intended to practice hovering maneuvers over a grass apron adjacent to a taxiway at the airport. The pilot reported that while in the process of changing directions, while hovering at a skid height of 18 inches off the ground, the left landing gear skid came in contact with the ground and he was unable to stop or correct the rollover. The main rotor blades of the experimental single-engine helicopter were destroyed when the helicopter came to rest on its right side. The pilot, who held a private certificate in airplanes single-engine land, reported he had accumulated a total of 1,986 hours. In a narrative statement submitted by the pilot he added that "the accident was due solely to pilot error and did not involve any other aircraft, person, vehicles, or property."

Pilot Information

Certificate:	Private; Student	**Age:**	67,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3	**Last FAA Medical Exam:**	September 1, 2004
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 1, 2004
Flight Time:	1986 hours (Total, all aircraft), 29 hours (Total, this make and model), 1908 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Campbell W/Smiley J	**Registration:**	N17VH
Model/Series:	Execytive 162F	**Aircraft Category:**	Helicopter
Year of Manufacture:		**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	6684
Landing Gear Type:	Skid	**Seats:**	2
Date/Type of Last Inspection:	November 1, 2005 Annual	**Certified Max Gross Wt.:**	1500 lbs
Time Since Last Inspection:	28.3 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	285 Hrs at time of accident	**Engine Manufacturer:**	Rotorway
ELT:	Installed, not activated	**Engine Model/Series:**	RI 162F
Registered Owner:	Clint Akexander	**Rated Power:**	150 Horsepower
Operator:	Clint Alexander	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	IAH	**Distance from Accident Site:**	
Observation Time:	09:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Few / 4000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	5 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	220°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.02 inches Hg	**Temperature/Dew Point:**	29°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Porter, TX (9X1)	**Type of Flight Plan Filed:**	None
Destination:	Porter, TX (9X1)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Airport Information

Airport:	Williams Airport 9X1	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	30.153333,-95.321945

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Tom Muckhaughen; Houston FSDO
Original Publish Date:	October 3, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=63865