Aviation Investigation Final Report

Location:	Las Vegas, Nevada	**Accident Number:**	LAX08CA069
Date & Time:	February 29, 2008, 09:35 Local	**Registration:**	N958CP
Aircraft:	Schweizer 269C	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control in flight	**Injuries:**	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The certificated flight instructor (CFI) and student were practicing pinnacle approaches. During the last 50 feet of the approach, the main rotor rpm began to decay as the student was raising the collective. The CFI advised the student to roll on some throttle, and also reached for the throttle. The student continued to increase the collective, and the main rotor rpm decayed further. The instructor took full control of the helicopter and completed a steep slope landing. After the helicopter was on the ground, the instructor found that half of the collective was pulled in as well as full right cyclic in order to keep the helicopter stable on the slope. The CFI lifted the helicopter from the slope, and started to go into a hover, slowly letting the helicopter drift to the left away from the slope. The helicopter started to settle, and the instructor could not lower collective to roll the throttle on to gain power. The helicopter was continuing a drift to the left when the tail stinger and tail rotor contacted something on the slope. The helicopter began an immediate and rapid right yaw. The CFI rolled the throttle off to arrest the rotation, and the helicopter stopped spinning. The helicopter landed softly, but rolled over due to the steepness of the slope. The pilot reported no prior mechanical malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The certificated flight instructor's delayed remedial action, and inadequate supervision while landing on a pinnacle. Factors contributing to the accident were the lack of suitable terrain for a forced landing, and the student's failure to maintain rotor rpm.

Findings

Aircraft	Prop/rotor parameters - Not attained/maintained
Personnel issues	Delayed action - Pilot
Personnel issues	Monitoring other person - Pilot
Environmental issues	(general) - Not specified
Environmental issues	(general) - Not specified

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control in flight (Defining event)
Other	Collision with terr/obj (non-CFIT)
Landing	Roll over

Flight instructor Information

Certificate:	Commercial; Flight instructor	**Age:**	38,Male
Airplane Rating(s):	None	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	Helicopter	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without waivers/limitations	**Last FAA Medical Exam:**	March 1, 2007
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	December 1, 2007
Flight Time:	4300 hours (Total, all aircraft), 700 hours (Total, this make and model), 4200 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	**Age:**	23,Male
Airplane Rating(s):	None	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	March 1, 2008
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	**Registration:**	N958CP
Model/Series:	269C	**Aircraft Category:**	Helicopter
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1710
Landing Gear Type:	Skid	**Seats:**	3
Date/Type of Last Inspection:	December 1, 2007 100 hour	**Certified Max Gross Wt.:**	2050 lbs
Time Since Last Inspection:	48 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	5230 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	HIO-360-D1A
Registered Owner:	LJ Air Incorporated	**Rated Power:**	180 Horsepower
Operator:	Airwork LLC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	VGT	**Distance from Accident Site:**	10 Nautical Miles
Observation Time:	09:00 Local	**Direction from Accident Site:**	300°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAS VEGAS, NV (VGT)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	None
Departure Time:	09:00 Local	**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 1 None	**Latitude, Longitude:**	36.255279,-115.447502

Administrative Information

Investigator In Charge (IIC):	Jones, Patrick
Additional Participating Persons:	Ronald Williams; Federal Aviation Administration; Las Vegas, CA
Original Publish Date:	May 28, 2008
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=67603