



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:	H10-360-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.nts.gov/Docket?ProjectID=67603

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](#).