



National Transportation Safety Board Aviation Accident Final Report

Location:	Olathe, KS	Accident Number:	CEN14CA338
Date & Time:	07/02/2014, 1500 CDT	Registration:	N225TV
Aircraft:	ROBINSON HELICOPTER R44	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot reported he landed at the airport without incident. During engine shutdown, he applied rotor brake to slow the main rotor blades. When the pilot released the brake, he heard a bang and felt an impact to the aircraft on the rear left side. He reapplied the main rotor brake intermittently until the blades stopped. The pilot exited the aircraft and noticed a tail boom strike occurred. He stated he input aft cyclic during landing to accommodate landing slightly downhill and did not place the controls in neutral during shutdown. According to the manufacture's shutdown procedures, the cyclic and pedals should be in the neutral position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the manufacturer's engine shutdown procedure.

Findings

Personnel issues	Use of policy/procedure - Pilot (Cause)
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Factual Information

History of Flight

Standing-engine(s) shutdown Miscellaneous/other (Defining event)

Pilot Information

Certificate:	Private	Age:	58
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	09/17/2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/01/2012
Flight Time:	1450 hours (Total, all aircraft), 950 hours (Total, this make and model), 39.4 hours (Last 90 days, all aircraft), 21.8 hours (Last 30 days, all aircraft), 1.3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ROBINSON HELICOPTER	Registration:	N225TV
Model/Series:	R44 UNDESIGNAT	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0253
Landing Gear Type:	Skid;	Seats:	4
Date/Type of Last Inspection:	11/26/2013, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	0-540 SERIES
Registered Owner:	EHL LLC	Rated Power:	250 hp
Operator:	KC Copters	Air Carrier Operating Certificate:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KOJC	Observation Time:	1953 UTC
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	22° C / 12° C
Lowest Ceiling:	Broken / 4500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	15 knots/ 23 knots, 340°	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Iola, KS	Type of Flight Plan Filed:	None
Destination:	OLATHE, KS (OJC)	Type of Clearance:	VFR
Departure Time:	1415 CDT	Type of Airspace:	Class D

Airport Information

Airport:	JOHNSON COUNTY EXECUTIVE (OJC)	Runway Surface Type:	Asphalt
Airport Elevation:	1096 ft	Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Courtney Liedler	Adopted Date:	05/13/2015
Additional Participating Persons:	Andrew Gregory; FAA; Kansas City, MO		
Publish Date:	05/13/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=89603		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.