



National Transportation Safety Board Aviation Accident Final Report

Location:	Las Vegas, NV	Accident Number:	GAA16CA279
Date & Time:	06/02/2016, 1000 PDT	Registration:	N441JL
Aircraft:	ROBINSON HELICOPTER R44	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor reported that during a helicopter "discovery flight" he was providing instruction to an airplane rated private pilot. The flight instructor further reported that prior to takeoff he told the pilot receiving instruction, "I am going to do the takeoff, and you can feel the controls." As soon as the helicopter entered a hover after takeoff, the pilot receiving instruction "put in strong left input" with the cyclic and would not stop after repeated instruction to let go of the flight controls. Subsequently, the helicopter's left main skid touched down and the helicopter rolled over and came to rest on its left side.

The tail boom was substantially damaged.

The flight instructor did not report any mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

The flight instructor reported on the National Transportation Safety Board Pilot/ Operator Aircraft Accident Report, within the owner/ operator safety recommendation section, he will not allow student pilots to touch the flight controls below 500 feet above the ground, until he is comfortable with the student.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot receiving instruction's incorrect action of interfering with the flight controls and failure to comply with the flight instructor's commands, which resulted in a loss of lateral bank control and a rollover.

Findings

Aircraft	Lateral/bank control - Attain/maintain not possible (Cause)
Personnel issues	Incorrect action performance - Student pilot (Cause) Following instructions - Student pilot (Cause)

Factual Information

History of Flight

Takeoff	Miscellaneous/other Attempted remediation/recovery Loss of control in flight (Defining event) Roll over Collision with terr/obj (non-CFIT)
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Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	21, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Waiver Time Limited Special	Last Medical Exam:	04/26/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/26/2016
Flight Time:	(Estimated) 224.7 hours (Total, all aircraft), 118.7 hours (Total, this make and model), 164.7 hours (Pilot In Command, all aircraft), 41.9 hours (Last 90 days, all aircraft), 24.1 hours (Last 30 days, all aircraft)		

Pilot-Rated Passenger Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 68 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ROBINSON HELICOPTER	Registration:	N441JL
Model/Series:	R44 UNDESIGNAT	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0842
Landing Gear Type:	Skid;	Seats:	4
Date/Type of Last Inspection:	04/15/2016, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4053.4 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	702 HELICOPTER INC.	Rated Power:	245 hp
Operator:	702 HELICOPTER INC.	Air Carrier Operating Certificate:	Pilot School (141)

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KVGT, 2205 ft msl	Observation Time:	1701 UTC
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	32° C / 1° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Light and Variable, Variable	Visibility (RVR):	
Altimeter Setting:	29.97 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Vegas, NV (VGT)	Type of Flight Plan Filed:	None
Destination:	Las Vegas, NV (VGT)	Type of Clearance:	None
Departure Time:	1000 PDT	Type of Airspace:	Class D

Airport Information

Airport:	NORTH LAS VEGAS (VGT)	Runway Surface Type:	Asphalt
Airport Elevation:	2205 ft	Runway Surface Condition:	Dry
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted Date:	08/03/2016
Additional Participating Persons:	John Ceresna; FAA; Las Vegas, NV		
Publish Date:	08/03/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93317		

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.

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