



National Transportation Safety Board Aviation Accident Final Report

Location:	Newberg, OR	Accident Number:	GAA19CA056
Date & Time:	11/13/2018, 0949 PST	Registration:	N370PA
Aircraft:	Guimbal CABRI	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor in the skid-equipped helicopter reported that the purpose of the flight was to conduct an aircraft transition flight. The pilot under instruction performed a touchdown autorotation on the asphalt runway. The helicopter touched down in a level attitude just right of the centerline and then slid on its skids off the right side of the runway into grass. The helicopter spun right and rolled onto its left side.

The helicopter sustained substantial damage to the main and tail rotor drive systems.

Both pilots reported that there were no mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot under instruction's failure to maintain directional control and the flight instructor's delayed remedial action.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Student pilot (Cause) Delayed action - Instructor/check pilot (Cause)

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event) Runway excursion
Landing-landing roll	Roll over

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	35, 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 Without Waivers/Limitations	Last FAA Medical Exam:	06/21/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/17/2018
Flight Time:	(Estimated) 1552 hours (Total, all aircraft), 797 hours (Total, this make and model), 1377 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Right
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 1 Without Waivers/Limitations	Last FAA Medical Exam:	08/08/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/08/2018
Flight Time:	(Estimated) 2950 hours (Total, all aircraft), 7 hours (Total, this make and model), 2860 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Guimbal	Registration:	N370PA
Model/Series:	CABRI G2	Aircraft Category:	Helicopter
Year of Manufacture:	2014	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1062
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	08/27/2018, 100 Hour	Certified Max Gross Wt.:	1540 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1601.3 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-360-J2A
Registered Owner:	Aircraft Guaranty Corp Trustee	Rated Power:	180 hp
Operator:	PRECISION AVIATION TRAINING, LLC	Operating Certificate(s) Held:	Pilot School (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMMV, 159 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1753 UTC	Direction from Accident Site:	204°
Lowest Cloud Condition:	Few / 5500 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.45 inches Hg	Temperature/Dew Point:	4° C / 1° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Newberg, OR (17S)	Type of Flight Plan Filed:	None
Destination:	Newberg, OR (17S)	Type of Clearance:	None
Departure Time:	0918 PST	Type of Airspace:	Class G

Airport Information

Airport:	Chehalem Airpark (17S)	Runway Surface Type:	Asphalt
Airport Elevation:	190 ft	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	None
Runway Length/Width:	2285 ft / 40 ft	VFR Approach/Landing:	Simulated Forced Landing; Traffic Pattern

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	Latitude, Longitude:	45.323611, -123.054167 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	09/26/2019
Additional Participating Persons:	Richard Chagnon; FAA; Portland, OR		
Publish Date:	08/25/2020		
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=98632		

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