



# Aviation Investigation Final Report

<b>Location:</b>	Caldwell, Idaho	<b>Accident Number:</b>	WPR24LA008
<b>Date &amp; Time:</b>	October 9, 2023, 11:55 Local	<b>Registration:</b>	N838SH
<b>Aircraft:</b>	ROBINSON HELICOPTER R22 BETA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot of the helicopter reported that he and his flight instructor were performing a full touchdown autorotation onto the taxiway. Shortly after the helicopter touched down, during its ground slide, it veered to the left and exited the taxiway. The helicopter then pivoted on its left skid toe, rolled over its right skid, and came to rest on its right side. The horizontal stabilizer was substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures 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's failure to maintain directional control during landing, resulting in a roll over.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Delayed action - Instructor/check pilot
<b>Personnel issues</b>	Monitoring equip/instruments - Instructor/check pilot

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Loss of control on ground (Defining event)
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### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 28, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 11, 2023
<b>Flight Time:</b>			

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 1, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	July 13, 2023
<b>Flight Time:</b>	(Estimated) 217 hours (Total, all aircraft), 155 hours (Total, this make and model), 138 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON HELICOPTER	<b>Registration:</b>	N838SH
<b>Model/Series:</b>	R22 BETA	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2005	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3811
<b>Landing Gear Type:</b>	None; Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 5, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	1370 lbs
<b>Time Since Last Inspection:</b>	7.1 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10782.1 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-360-J2A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	145 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KEUL, 2429 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	11:56 Local	<b>Direction from Accident Site:</b>	27°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.78 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Caldwell, ID	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Caldwell, ID	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Caldwell Executive KEUL	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	2431 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Simulated forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	43.62,-116.72

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Jeremy Blanford; Federal Aviation Administration; Boise, ID
<b>Original Publish Date:</b>	December 7, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193214">https://data.nts.gov/Docket?ProjectID=193214</a>

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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](#).