



Aviation Investigation Final Report

Location:	Akron, Ohio	Accident Number:	ERA23LA233
Date & Time:	May 10, 2023, 13:40 Local	Registration:	UNREG
Aircraft:	Rotorway Exec	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot/owner was operating the unregistered experimental helicopter in his back yard, when he attempted to lift the skids off the ground “a few inches.” When the pilot set the helicopter back down on the ground, it rolled over onto its left side resulting in substantial damage to the fuselage. The main rotor system, including the controls for the cyclic were also damaged from impact. Though the pilot held a private pilot certificate with a rating for airplane single-engine land, he was not certificated to act as a pilot in helicopters.

Probable Cause and Findings

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

The non-certificated pilot’s failure to maintain control of the unregistered helicopter during landing.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
Landing-flare/touchdown	Roll over

Pilot Information

Certificate:	None	Age:	72,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 24, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	718 hours (Total, all aircraft), 654 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Rotorway	Registration:	UNREG
Model/Series:	Exec 90	Aircraft Category:	Helicopter
Year of Manufacture:	2023	Amateur Built:	Yes
Airworthiness Certificate:	Unknown	Serial Number:	None
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1285 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotorway International
ELT:	Not installed	Engine Model/Series:	152
Registered Owner:	Vlto Scafido	Rated Power:	152
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCAK, 1225 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	13:51 Local	Direction from Accident Site:	192°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	19°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Akron, OH	Type of Flight Plan Filed:	None
Destination:	Akron, OH	Type of Clearance:	None
Departure Time:		Type of Airspace:	Unknown

Airport Information

Airport:	None	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry; Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.036793, -81.409247

Administrative Information

Investigator In Charge (IIC):	Read, Leah
Additional Participating Persons:	Scott Carter; FAA/FSDO; Cleveland, OH
Original Publish Date:	August 31, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=174542

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](#).