



Report

Luca Studer [REDACTED]

Thu, May 30, 2024 at 12:39 PM

To: Kalei Gregory [REDACTED]

05.30.2024

We did high DA training in N333PJ. Power check at 6000' and then 5 approaches at 5500'. Went up to another spot, did new power check at 7500', had 22.5" available, aircraft was able to OGE hover. Almost no wind. Did approach to new spot, hover with 21.5". Took off and came in for another approach to same location. No lights, carb heat went down on final. Approach was fine not fast and good on angle. As we came in to hover RPM's dropped. Tried to push forward to get ETL and bumped collective a little bit. Made contact with the ground once, twice and with third time we had a yaw to the right and rolled over to the left.

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Accident report

We were doing high Da approaches to a new spot that I've never approached. We made it the first time fine into a hover without any issues. The second time I was told to cut the corner the shorter to make it a shorter final. I lined up the same approach at the same speed, as we got closer and I continued to pull in power we started to get some blade droop. My instructor came on the controls and pulled collective which increased blade droop. In an attempt to regain airspeed my instructor moved us in the direction of the slope to get over the edge. We didn't have enough clearance from the ground due to the low rotor rpm causing us to clip the ground and bounce out of control. We touched the ground again causing us to flip over. The helicopter landed on its side and stopped moving. I covered my head and once we stopped moving I heard the engine was still trying to run, so I pulled the mixture and turned the master battery off. I then exited the aircraft and made sure my instructor was okay. Then proceeded to call for help through 911.

A black rectangular redaction box covering a signature. A handwritten mark, possibly a checkmark or the letter 'A', is visible to the left of the box.