

[REDACTED]

On 07/04/2019, I Sergeant Stephen Howard was the pilot in command of Helicopter N5277F. Prior to beginning the flight, I completed my Baldwin Safety Risk Assessment and pre-flight of the helicopter, finding nothing of concern, including pedal adjustment and retaining pins.

After getting in the helicopter to start the assigned patrol flight at approximately 1900 hrs, I put on my safety harness and plugged in my radio communications. I was wearing my city issued Nomex flight suit, helmet and leather boots. Prior to starting the aircraft, I looked at the pedals and observed the retaining pin on the left pedal had come out. [REDACTED] and he was able to replace the retaining pin with no issue.

[REDACTED] which began at 1900 hrs, the weather was hazy and the wind was out of the Southeast at approximately 8 knots. The flight was uneventful, and I continuously scanned my gauges and controls, not finding anything that would cause concern.

[REDACTED] I was in communication with Hobby Tower (Air Traffic Control) and requested a "Bud Arrival", which is an arrival to Hobby airport from the area of I-10 East and I-610E. There was minimal air traffic and I completed the arrival as normal with clear weather and a Southwest wind at approximately 8 knots. In the area of IH-45 and Broadway, Hobby tower cleared me "into the triangle" and advised me to remain east of runway 4-22.

When we entered the immediate airport area, I circled to the east of runway 4-22 and orbited my landing pad counterclockwise while doing a high recon at the triangle prescribed altitude of 500ft. After confirming a Southeast wind using the wind sock, I came around for a normal approach paralleling Taxiway "Kilo" into the PD pad. I was at approximately 5-8 ft above the ground and just before coming to a hover over the PD pad, the helicopter had a sudden and uncontrollable yaw and bank to the right. I felt the right skid impact the ground before the helicopter landed on its right side.

Before the uncontrolled yaw and bank to the right, the approach was standard with no deviation from my normal routine. There was no sudden gust of wind and I did not have input on the controls that would have caused the yaw and bank to the right. The only injury I sustained during this accident was a small scratch on my left shoulder.