

Accident Report on January 2nd, 2013
Peter O Knight Airport (KTPF) Tampa, FL
Aircraft: Robinson R22
Tail Number: N345VH
CFI: Victoria Rahming [REDACTED] Exp. 5/14
Student Pilot: James Rahming
Time of accident: approximately 6:00pm Local Time

Description of accident: Victoria Rahming

I picked up my student at KPIE on Dec. 2nd 2013, around 5:15pm local time to conduct flight training for one hour. We left KPIE and transition through Class Bravo airspace to KTPF. (The student needed more class Bravo experience). After reaching KTPF we shot a normal approach to runway 22. The wind at this time was coming from 270. We took off and this time shot a steep approach to the same runway (22). Our third pattern we practiced an autorotation to runway 22, entering at 500 feet and 70 knots did a power recovery and took off again.

The 4th patter, again runway 22 (wind still favoring runway 22) we did a pre-landing check, pulled Carburetor heat and entered an autorotation at 500 feet, 70 knots (entry perfect, glide rpm in the green at all times) (airspeed at 65kts), about 40 feet bled off airspeed by making baby flares and right before leveling out my student rolled on the throttle, but the governor didn't catch and rpm started to decay. I had my hands the entire time on the controls and ready to assist with rolling on the throttle in case the student didn't roll enough to catch the governor. When I saw the rpm decaying I rolled the throttle on more but realized that it kept decaying. At this point I knew the only way to keep us from getting hurt was to do execute a hovering auto. I never took my hands off the controls and flew the helicopter all the way to the ground. The helicopter impacted the ground (grassy area beside the runway) bounced, rolled over and came to an immediate stop.

I was able to immediately loosen my seatbelt, climb out of the cockpit and assist my student to exit the helicopter. We both were unharmed. We gathered our stuff from the helicopter and waited for help. Shortly after that the EMT's and Airport Authority arrived to evaluate the accident.

I have noticed during the day (Jan. 2nd 2013) of training that the throttle cover had about a ¼ of an inch of play and it could have caused me a delay of increasing the throttle at the right time. As far as I know the throttle supposed to work in unison. I reported this to the Boatpix mechanic Forrest Santos the same day and he responded to me that it was perfectly fine and "normal". I can't say for sure if that was the problem but it could be a possibility.

No matter what the outcome of the investigation is, it is my priority to keep my students and myself safe in flight. I am planning in the near future to further receive advanced training in the R22 to continue to make myself a safer pilot and CFI. I appreciate all your help and effort in making safety a priority at all times.

Victoria Rahming
Rotorcraft - CFI for Helicopteracademy.com