

Accident report for N479AT on July 27 2018

The planned instructional flight was to be at Palm Beach country park airport (KLNA) and in the local area covering normal approaches and introduction into auto-rotative glides and hovering. The weather was VFR with calm winds at the time of departure and the helicopter was in good working order having made several flights before the accident. The student conducted the pre takeoff checklist and started the engine and avionics. I took controls after the completion of the starting checklist and picked up from the helipad and hover taxied to alpha taxiway. Once hovering over alpha taxi way I had the student control just the pedals to practice keeping the helicopter pointed in the direction of travel during hover taxiing.

The student showed good control with the pedals so upon turning onto bravo taxiway I instructed him to also control the collective and pedals to practice holding a set altitude and heading while I control the cyclic for ground track and taxi speed. We taxied down bravo taxiway to the hold short line of runway 4/22. I took controls of the aircraft to hover and both the student and I checked for traffic on base to final to runway 16

No observed traffic was in the pattern at the time; we conducted pre takeoff checks and then departed over bravo taxiway parallel to runway 16 with a normal take off profile. The instructor handed off controls to the student upon reaching 45 knots and the student had positive control of the aircraft for the climb out and entry into a right traffic pattern.

The student had good control of the aircraft at altitude and maintained speeds and altitude limits within his skill level for the aircraft. On the downwind leg I instructed the student to conduct a normal approach to "warm up" before we moved onto the planned maneuvers for the lesson.

At the beginning of the approach I told the student I wanted him to slow down to as close to a hover as he could at which I would take positive control of the aircraft. The intent being the student could feel the transition states of the

aerodynamic characteristics from moving from forward flight into a hover and notice the control differences.

At the bottom of the approach we slowed and then pitched back suddenly. I felt the rolling moment and immediately we rolled right and impacted the taxiway faster than I could put the corrective actions into the collective. I asked the student if he was ok and he said yes, I saw the both main rotor blades were not spinning so I told him to immediately exit the aircraft as I attempted to shut down the engine.

I pulled the mixture and the engine stopped and I immediately disconnected my seatbelt and exited the aircraft. I rechecked the student to make sure of no major injuries and did a quick self-assessment on myself and we moved a safe distance from the wreckage.

At that time I contacted my chief pilot and let him know what happened and that there were no injuries. EMS was notified and arrived shortly after and confirmed no serious injuries.

Ryan Hampson,

A black rectangular redaction box covering a handwritten signature. A small, light-colored mark is visible above the box.