

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location Nearest City/Place: <u>Prescott</u> State: <u>AZ</u> ZIP: <u>86301</u> Country: <u>USA</u> Latitude: <u>34.66N</u> (dd:mm:ss N/S) Longitude: <u>112.44W</u> (ddd:mm:ss E/W)		Date/Time Date: <u>06/04/2014</u> Local Time: <u>15:08</u> mm/dd/yyyy Time Zone: <u>Mountain</u>	
Phase of Operation ☐ Standing ☐ Takeoff (incl. initial climb) ☒ Cruise ☐ Hover ☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other ☐ Descent ☐ Landing ☐ Approach ☐ Unknown		Collision with Other Aircraft ☐ Midair ☐ On-ground ☒ None	
		Altitude of In-Flight Occurrence <u>5300</u> ft MSL	

AIRCRAFT INFORMATION

Manufacturer: <u>Robinson</u> Model: <u>R-22 BII</u> Serial Number: <u>3211</u> Registration Number: <u>N223G</u> Amateur-built: ☐ Yes ☐ No		Max Gross Weight: <u>1370</u> lbs Weight at Time of Accident/Incident: <u>1340</u> lbs Location of Center of Gravity at Time of Accident/Incident: <u>Long - 47.19</u> inches from ☐ nose or ☒ datum <u>Lat - 24.4</u> Percent Mean Aerodynamic Cord (% MAC)	
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Category of Aircraft ☐ Airplane ☐ Balloon ☐ Blimp/Dirigible ☐ Glider ☐ Gyrocraft ☒ Helicopter ☐ Powered lift ☐ Ultralight ☐ Unknown		Type of Airworthiness Certificate <i>(Check all that apply)</i> Standard ☒ Normal ☐ Utility ☐ Acrobatic ☐ Transport Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport		Number of Seats: <u>2</u> If Large Aircraft, how many seats for: Flight Crew: _____ Cabin Crew: _____ Passengers: _____		Landing Gear ☐ Retractable Check any additional landing gear configuration that applies: ☐ Tricycle ☐ Tailwheel ☐ Amphibian ☐ High Skid ☐ Emergency Float ☒ Skid ☐ Float ☐ Ski ☐ Hull ☐ Ski/Wheel ☐ Unknown	
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Type of Maintenance Program ☐ Annual ☐ Conditional (Amateur-built only) ☒ Manufacturer's Inspection Program ☐ Other Approved Inspection Program (AAIP) ☐ Continuous Airworthiness ☐ Other, specify: _____		Last Inspection Type ☒ 100 Hour ☐ Continuous Airworthiness ☐ AAIP ☐ Conditional Inspection ☐ Annual ☐ Unknown		Date Last Inspection: <u>05/31/2014</u> mm/dd/yyyy	
				Airframe Total Time <u>8549.2</u> hrs hours measured at (check one) ☐ Last Inspection ☒ Time of Accident/Incident	

IFR Equipped ☐ Yes ☒ No ☐ Unknown		Stall Warning System Installed ☐ Yes ☒ No ☐ Unknown		Type of Fire Extinguishing System ☒ None ☐ Specify _____	
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ELT Installed ☐ Yes ☒ No ELT Activated ☐ Yes ☒ No		ELT Manufacturer: <u>N/A</u> Model/Series: <u>N/A</u> Serial Number: <u>N/A</u> Battery Type: <u>N/A</u> Battery Exp. Date: <u>N/A</u>			
ELT Aided in Locating Accident/Incident ☐ Yes ☒ No					

Engine Type ☒ Reciprocating ☐ Turbo Jet ☐ Turbo Shaft ☐ Turbo Fan ☐ Turbo Prop ☐ Unknown		Reciprocating Fuel System Type ☒ Carburetor ☐ Fuel Injected		Propeller ☐ Fixed Pitch ☐ Controllable Pitch Manufacturer: <u>N/A</u> Model: <u>N/A</u>	
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Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Engine Rated Power Measured as (check one) ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	<u>Lycoming</u>	<u>O-360-S2A</u>	<u>L-40280-36A</u>	<u>07/05/2005</u>	<u>145</u>	<u>6351.1</u>	<u>18.6</u>	<u>19528</u>
Eng. 2								
Eng. 3								
Eng. 4								

OWNER/OPERATOR INFORMATION			
Registered Aircraft Owner Name: <u>Guidance Helicopters Inc</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: <u>Prescott</u> State: <u>AZ</u> ZIP: <u>86301</u> Country: <u>USA</u>	
Operator of Aircraft ☒ Same As Registered Owner Name: _____ Doing Business As: _____ Air Carrier/Operator Designator (4 Character Code): _____		Operator Address ☒ Same As Registered Owner City: _____ State: _____ ZIP: _____ Country: _____	
Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☐ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No	
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☐ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☒ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☐ Non-Scheduled or Air Taxi Domestic or International ☐ Domestic ☐ International Cargo Operation ☐ Passenger/Cargo ☐ Passenger _____ How many? ☐ Cargo _____ lbs ☐ Mail	Type of Commercial Operating Certificate Held (Select all that apply) ☒ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☐ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft	
OTHER AIRCRAFT - COLLISION (If air or ground collision occurred, complete this section for other aircraft)			
Aircraft Registration Number: _____	Manufacturer: _____ Model: _____	Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None	
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)			
Was there Mechanical Malfunction/Failure? ☐ Yes ☒ No ☐ Unknown (If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)			Total Time/Cycles On Part _____ Hours _____ Cycles Time Since This Part Inspected/Overhauled _____ Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY			
Aircraft Damage ☐ None ☒ Substantial ☐ Minor ☐ Destroyed	Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

- Tailboom Separation
- Main rotor damage

AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: KPRC Distance From Airport Center: 1.5 SM
Airport Name: Ernest A. Love Field Direction From Airport: 290° degrees MAG
Proximity to Airport: ☒ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip Airport Elevation: 5045 ft. MSL

Approach Segment (Select one)

☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☒ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)

IFR Approach (Check all that apply)

☒ None ☐ PAR ☐ MLS ☐ Practice
☐ ADF/NDB ☐ Sideslip ☐ LDA ☐ GPS
☐ SDF ☐ ILS ☐ ASR ☐ Loran
☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown
☐ VOR/DME ☐ LOC-back course ☐ Contact
☐ TACAN ☐ RNAV ☐ Circling

VFR Approach (Check all that apply)

☒ None ☐ Stop and Go
☐ Traffic Pattern ☐ Touch and Go
☐ Straight-In ☐ Simulated Forced Landing
☐ Valley/Terrain Following ☐ Forced Landing
☐ Go Around ☐ Precautionary Landing
☐ Full Stop ☐ Unknown

Runway Information

Runway ID: N/A (L/R/C) Length: N/A ft Width: N/A ft

Runway/Landing Surface (Check all that apply)

☐ Asphalt ☒ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown
☒ Dirt ☐ Ice ☐ Snow

Condition of Runway/Landing Surface (Check all that apply)

☒ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☒ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft ☐ Unknown
☐ Slush Covered ☒ Vegetation

FLIGHT ITINERARY INFORMATION

Last Departure Point

Airport ID: KPRC
City: Prescott
State: AZ
Country: USA

Time of Departure

Time: 1505
Time Zone: MTW

Destination

Airport ID: Practice Area
City: 7 Miles North of PRC
State: AZ
Country: USA

Type Flight Plan Filed

☐ None ☐ VFR/IFR
☒ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☐ VFR
Activated? ☒ Yes ☐ No

Type of ATC Clearance/Service (Check all that apply)

☐ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise
☒ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA

Airspace where the accident/incident occurred (Check all that apply)

☐ Class A ☐ Class E ☐ Prohibited Area ☐ Jet Training Area ☐ Special
☐ Class B ☐ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown
☒ Class D ☐ Warning Area ☐ Airport Advisory Area

Aircraft Load Description (Check all that apply)

☒ None ☐ Towing Glider ☐ Parachutists ☐ Livestock
☐ Passengers ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff
(convert from pounds, as necessary)

20 21 Gallons

Fuel Type

☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____
☒ 100 Low Lead ☐ Jet A ☐ JP4
☐ 100/130 ☐ Automotive ☐ JP5

Other Services, if Any, Prior to Departure

None

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☐ Yes ☒ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**Facility ID: KPRC
Observation Time: 2225 UTC (1525)
Time Zone: Mountain
Distance from Accident Site: 1.5 NM
Direction from Accident Site: 290 degrees MAG**Source of Weather Information**

(Check all that apply)

☒ National Weather Service
☐ Flight Service Station
☐ TV/Radio
☐ Automated Report
☐ Commercial Weather Service (DUATS)
☐ Company
☐ Military
☒ Internet
☐ Unknown**Method of Briefing**

(Check all that apply)

☐ In Person
☐ Teletype
☒ Telephone/Computer
☐ Aircraft Radio
☐ TV/Radio
☐ Unknown**Briefing Type/Completeness**☐ Full
☒ Partial / Limited By Pilot
☐ Partial / Limited By Briefer
☐ Abbreviated
☐ Unknown
☐ Not Pertinent**Light Condition**☐ Dawn
☒ Day
☐ Dusk
☐ Night
☐ Dark Night
☐ Bright Night
☐ Not Reported**Visibility**10 sm miles**Sky/Lowest Cloud Condition**☒ Clear
☐ Few
☐ Partial Obscuration
☐ Scattered
☐ Thin Broken
☐ Thin Overcast
☐ Unknown**Ceiling**☒ None (clear)
☐ Broken
☐ Overcast
☐ Obscured
☐ Indefinite
☐ Unknown**Restriction to Visibility (Check all that apply)**☒ None
☐ Blowing Dust
☐ Blowing Sand
☐ Blowing Snow
☐ Blowing Spray
☐ Dust
☐ Fog
☐ Ground Fog
☐ Haze
☐ Ice Fog
☐ Smoke
☐ Unknown**Lowest Cloud Condition Height**Clear ft AGL**Ceiling Height**Clear ft AGL**Wind Direction**☒ Indicated:
230 degrees MAG
☐ Variable**Wind Speed**Velocity: 18 KTS
-or-
☐ Calm
☐ Light and Variable**Wind Gusts**Velocity: 23 KTS
☒ Gusting
☐ Not Gusting**Type of Turbulence (Check all that apply)**☒ None
☐ Clear Air
☐ In Clouds
☐ Vicinity of Thunderstorm**Severity of Turbulence**☐ Extreme
☐ Severe
☐ Moderate
☐ Moderate Chop
☐ Light

NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident

NoneTemperature: 32 (C)
or _____ (F)Altimeter Setting: 29.99 in. HG
or _____ MBDensity Altitude: 8000 ftDew Point: -24 (C)
or _____ (F)**Icing Forecast**

Amount

☒ None
☐ Trace
☐ Light
☐ Moderate
☐ Severe

Type

☐ Rime
☐ Clear
☐ Mixed**Icing Actual**

Amount

☒ None
☐ Trace
☐ Light
☐ Moderate
☐ Severe

Type

☐ Rime
☐ Clear
☐ Mixed**Type of Precipitation (Check all that apply)**☒ None
☐ Rain
☐ Snow
☐ Hail
☐ Rain Showers
☐ Freezing Rain
☐ Snow Shower
☐ Drizzle
☐ Ice Pellets
☐ Snow Pellets
☐ Snow Grains
☐ Ice Crystals
☐ Ice Pellets Shower
☐ Freezing Drizzle**Intensity of Precipitation**☐ Light
☐ Moderate
☐ Heavy

PILOT "A" INFORMATION																																																																																																				
Pilot "A" Responsibilities at the Time of Accident/Incident ☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☒ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																				
Pilot "A" Identification First Name: <u>Cody</u> City: <u>Prescott</u> Middle Initial: <u>R</u> State: <u>AZ</u> ZIP: <u>86301</u> Last Name: <u>Cooper</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>24</u> Date of Birth: [REDACTED] Certificate Number: [REDACTED] mm/dd/yyyy																																																																																																				
Degree of Injury ☒ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious			Seat Occupied ☐ Left ☐ Front ☐ Unknown ☒ Right ☐ Rear ☐ Center ☐ Single			Seat Belt Used ☒ Yes ☐ No Available ☒ Yes ☐ No			Shoulder Harness Used ☒ Yes ☐ No Available ☒ Yes ☐ No																																																																																											
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☒ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☒ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military																																																																																																				
Principal Occupation ☒ Pilot ☐ Other ☐ Unknown		Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☒ Class 2 ☐ Unknown			Medical Certificate Validity ☐ Without limitations/waivers ☒ With limitations/waivers ☐ Unknown			Date of Last Medical <u>08/21/2013</u> mm/dd/yyyy																																																																																												
Medical Certificate Limitations <u>Must Wear Corrective lenses.</u>																																																																																																				
Medical Certificate Waivers N/A																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>01/07/2014</u> mm/dd/yyyy				Flight Review Aircraft Make: <u>Robinson</u> Model: <u>R-22 BII</u>																																																																																																
Airplane Rating(s) (Check all that apply) ☒ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) (Check all that apply) ☐ None ☐ Airship ☐ Free Balloon ☐ Glider ☐ Gyroplane ☒ Helicopter ☐ Powered Lift		Instrument Rating(s) (Check all that apply) ☐ None ☐ Airplane ☒ Helicopter ☐ Powered Lift		Instructor Rating(s) (Check all that apply) ☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☒ Instrument Helicopter ☒ Helicopter ☐ Glider ☐ Sport																																																																																														
Type Ratings N/A						Student Endorsements (Include dates) N/A																																																																																														
<table border="1" style="width:100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th rowspan="2">Flight Time (enter appropriate number of hours in each box)</th> <th rowspan="2">All Aircraft</th> <th rowspan="2">This Make & Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multiengine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>2673.5</td> <td>1257.4</td> <td>0</td> <td>0</td> <td>211.4</td> <td>0</td> <td>85.9</td> <td>2673.5</td> <td>0</td> <td>0</td> </tr> <tr> <td>Pilot in Command (PIC)</td> <td>2612.3</td> <td>1222.7</td> <td>0</td> <td>0</td> <td>207.5</td> <td>0</td> <td>85.9</td> <td>2612.3</td> <td>0</td> <td>0</td> </tr> <tr> <td>Time as Instructor</td> <td>1296.5</td> <td>1000.5</td> <td>0</td> <td>0</td> <td>172.3</td> <td>0</td> <td>41.4</td> <td>1296.5</td> <td>0</td> <td>0</td> </tr> <tr> <td>This Make/Model</td> <td></td> <td></td> <td></td> <td></td> <td>149.7</td> <td>0</td> <td>0</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>101.4</td> <td>47.2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1.5</td> <td>101.4</td> <td>0</td> <td>0</td> </tr> <tr> <td>Last 30 Days</td> <td>14.0</td> <td>6.0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>14.0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Last 24 Hours</td> <td>2.5</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>2.5</td> <td>0</td> <td>0</td> </tr> </tbody> </table>											Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	2673.5	1257.4	0	0	211.4	0	85.9	2673.5	0	0	Pilot in Command (PIC)	2612.3	1222.7	0	0	207.5	0	85.9	2612.3	0	0	Time as Instructor	1296.5	1000.5	0	0	172.3	0	41.4	1296.5	0	0	This Make/Model					149.7	0	0				Last 90 Days	101.4	47.2	0	0	0	0	1.5	101.4	0	0	Last 30 Days	14.0	6.0	0	0	0	0	0	14.0	0	0	Last 24 Hours	2.5	0	0	0	0	0	0	2.5	0	0
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Last 24 Hours	2.5	0	0	0	0	0	0	2.5	0	0																																																																																										

PILOT "B" INFORMATION

Pilot "B" Responsibilities at the Time of Accident/Incident

☐ Pilot ☐ Co-Pilot ☒ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "B" Identification

First Name: Michael City: Prescott Valley
 Middle Initial: S State: AZ ZIP: 86314
 Last Name: Deaton Country: USA
 Age at time of Accident/Incident: 33 Date of Birth: mm/dd/yyyy Certificate Number: mm/dd/yyyy

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Seat Belt

Used ☒ Yes ☐ No
 Available ☒ Yes ☐ No

Shoulder Harness

Used ☒ Yes ☒ No
 Available ☒ Yes ☒ No

Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☒ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

Principal Occupation

☐ Pilot
☒ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☒ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☒ Without limitations/waivers
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

11/08/2010
 mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

11/19/2012
 mm/dd/yyyy

Flight Review Aircraft

Make: Robinson
 Model: R22 Beta II

Airplane Rating(s) (Check all that apply)

☒ None
☐ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s) (Check all that apply)

☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☒ Helicopter
☐ Powered Lift

Instrument Rating(s) (Check all that apply)

☐ None
☐ Airplane
☒ Helicopter
☐ Powered Lift

Instructor Rating(s) (Check all that apply)

☒ None ☐ Instrument Airplane
☐ Airplane Single-Engine ☐ Instrument Helicopter
☐ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

Student Endorsements (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	282.2	224.9	0	0	24.8	0	37.7	282.2	0	0
Pilot in Command (PIC)	225.6	118.3	0	0	21.8	0	37.7	225.6	0	0
Time as Instructor	0	0	0	0	0	0	0	0	0	0
This Make/Model					12.1	0	10.2			
Last 90 Days	1.2	1.2	0	0	0	0	0	1.2	0	0
Last 30 Days	1.2	1.2	0	0	0	0	0	1.2	0	0
Last 24 Hours	0	0	0	0	0	0	0	0	0	0

ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)																
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious										
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ ☐ Unknown										
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs													
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious										
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ ☐ Unknown										
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs													
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious										
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ ☐ Unknown										
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs													
PASSENGER(S) / OTHER PERSONNEL (Include flight attendants, continue on separate sheet if necessary)						Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

We departed as normal from the airport and were heading to our normal practice. ~~we~~ We took off with a south-westerly heading and climbed to 300 feet and 60 knots. Once reaching 300' and 60 knots we made a right turn to a heading of North. We remained at 60 knots and 300 feet due to our letter of agreement with tower. Once leveled out ~~we~~ from the turn the student advised me he was going to pull the Right Trim knob. I said ok and moved my knee over so I could watch him pull the knob. I saw his hand going for the ^{fuel} mixture-control and began yelling "no, no, no." As I was yelling I put the collective down and tried to sweep his hand off the mixture control. I was too late and the engine had died. Since I had put collective ^{down} as I was reaching to sweep his hand I then tried to push the mixture back down with the hope of saving the

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

- use of trim to be activated at higher altitude.
- A 3-step process for use of trim. The student will not be allowed to pull the trim knob until the instructor verifies he is about to pull the correct knob, and then the instructor verbalize that it is ok to pull the trim.
- Full concentration of autorotation when sufficient altitude does not allow enough time for mixture to be pushed back down.

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

engine from fuel starvation. I heard the engine "sputter" and attempted to add more fuel with the throttle control. The engine did not come back on and I continued to try and reposition the helicopter back into the wind. As I was about 100 feet I looked at the rotor RPM and airspeed. The rotor RPM was at about 110% while my airspeed had decreased to about 45 knots. As the ground approached I applied a large amount of aft cyclic to reduce my rate of descent and airspeed. Just before ground contact I applied forward cyclic to level the ship and raised the collective as much as I could. The aircraft landed skids level. After touching down I then felt the main rotor chop off the tailboom and the rotor began to slow. The helicopter came to rest on about a final heading of 300° and remained ~~on~~ upright with no rollover or fire.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report Signature and Name of Pilot/Operator

06/06/2014

Signature: _____

mm/dd/yyyy

Type or Print Name: Cody R. Cooper

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: _____

Title: _____

FOR NTSB USE ONLY

NTSB Accident/Incident No.

WPR14C227

Reviewed by NTSB Regional Office

WPR-Gardena

Name of Investigator

Simpson, E

Date Report Received

6-14-14

I Michael Dean am a student at Guidance Aviation. On June 4 2014, at approximately 3pm local time Cody Cooper and I took off from Prescott Airport in Prescott, AZ using the Guidance west departure over the hangers. we climbed to 300' AGL at 60 KIAS and then made a right turn to the North once we were west of Highway 89. After a minute or two I reached down to pull the trim looking directly at it, & reaching with my left hand to the left front of the cyclic. Somehow the fuel mixture was pulled during that time. I do remember the mixture guard was placed back on the mixture knob prior to takeoff. Cody, once he saw the mixture was coming out pushed it back immediately, the engine sputtered and sounded like it came on fire at normal speed. Cody raised collective as he heard the engine come back as well. However there was no power. we tried to turn into the wind but couldn't make it.

Cody dropped the collective.

Cody was able to set the helicopter down (soft) about 100 yards west of 89 about 1/2 mile NW of the airport.

2236
6/4/14