

Steven P. Robb

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23 January, 2016 – Revised and corrected 26 January 2016

RE: Hard landing on 1/22/2016 at approximately 1100hrs involving myself as PIC and Helicopter N7020

To whom it may concern,

My name is Steve Robb and I am a student pilot with approximately 50 hours of flight time in Robinson Helicopters since October 2015, over 7 of which are solo in an R22. As of 22 January 2016, I had met all of the flight requirements per SFAR 73 to schedule my check ride with the exception of being short 2.8 of the 10 hours required solo flight. On the morning of 22 January, I had scheduled a flight from 1000 to 1200 to accrue 1 to 1.5 of these hours. At 1000 I met my flight instructor at which time we proceeded to the South Ramp of KVG T to have a flight briefing and to preflight the helicopter, Robinson R22 – N7020U. We completed the preflight per Section 4 of the R22 POH at approximately 1030 at which time I continued with the starting and run-up procedures per the same. During warm-up I listened to KVG T ATIS and checked the OAT gage to establish the operational limitations for my flight. The winds were variable to 07 Knots out of the south and the outside air temp was 12°C with a dew point of -6°C and no visible moisture. At approximately 1040 I called KVG T Tower and was cleared for a northwest departure and did so. I climbed to an indicated altitude of 3500' MSL flying between 65-85 Kias on a heading of 280° toward the water retention basin in the Northwest Practice Area just north of Lone Mountain and west of the 215, approximately 11 miles from KVG T. While in route, I worked on speed transitions; focusing on changing speeds while maintaining straight and level flight. As it was my intent once I got to the practice area to practice normal approaches to a pinnacle landing, I flew a right pattern over the levy to verify wind direction and to choose a spot on the levy to which I would make my approach. After determining that the wind was still out of the south, I continued in a right pattern at approximately 500' AGL and 65kias with my northbound leg being my downwind and the levy off my right side. I then started my descent while turning base and final. I continued my descent at approximately 300 Fpm while gradually slowing down until I came to a hover taxi approximately 10' above the levy. I then pushed forward to start another pattern at which time the helicopter started to yaw to the right, which I assumed I was going through ETL. I inputted left pedal to correct the yaw with no affect. I continued to input left pedal until the pedal bottomed out while the helicopter continued into a rightward spin and was drifting to the west over the concrete slope of the levy. I immediately rolled off throttle in an attempt to arrest the accelerating spinning of the helicopter while at the same time lowering collective to try to lower the helicopter. By this time, because of the slope I was over and the rate of rotation, I was unable to tell exactly how high I was above grade but decided to gradually raise collective in an attempt to slow down my descent before touching down. I almost immediately touched down on the wall and immediately lowered collective then pulled up on the mixture control to shut down the engine. I then turned off the master battery, key and fuel valve. The main rotor came to a stop and I exited the helicopter and called my instructor.

Respectfully submitted,

Steve Robb