

Statement of pilot/CFI, Brian Heinz

On Friday, August 26, 2016, approximately 0740 HST the student and I left from Kilo ramp of KOA to transition to the North Practice Area (NPA) to practice maneuvers.

We entered the NPA and I told the student to make the first approach to a spot in the middle of the gravel road where there is plenty of clearance. The spot chosen was on one of the gravel roads in the NPA, has a wide area which is flat and smooth with no large rocks. He started to set up the approach while on a left downwind, we turned onto base then final and everything was looking great so I told him to complete the approach to a full stop on the ground.

He continued the approach smoothly and the initial set down was very soft and smooth as well. Once the skids were on the ground, he then continued to lower the collective towards the full down position, then the helicopter started to rock in a fore and aft motion. As the intensity quickly increased and I noticed the alarm on the student's face I came on the controls.

From that point on, all I recall is that we were in the air again in uncontrollable flight. The helicopter was oscillating intensely then stopped at the final position; approximately 20-30 feet at a little more than a 45° angle to the forward and left from our initial touchdown spot. Once on the ground again and somewhat stabilized I pulled the mixture then the rotor break. Once the rotor had stopped we both exited the aircraft.

Helicopter accident statement 08/26/2016

Jose R Meneces

Robinson R44 II

My instructor and I departed from Kona Airport around 7:50 am local time, we ask for transition to the North practice area of the same airport, everything was good, we departed as procedure from airport is stated, we joined the North practice area and we performed a controlled and smooth normal approach to a flat well open area. The skids touch the ground and then a strong rocking aft and forward movement accompanied by heavy vibrations started, we tried to lower the collective but made it worst, so we tried to pick up to correct, then it felt like we shot out forward/leftwards approximately 10 feet away from landing spot, as I recall, the cyclic did not respond to inputs well enough, ending up in crashing (from my point of view) first nose of helicopter with Main Rotor blade strike in the ground, no dynamic rollover happened, as soon as helicopter stopped moving, mixture was pulled out to cut it.

This is my recollection and statement of the events happened the morning of august 26 2016, I hope this statement serves good regarding the investigation of this accident.

Good day.

A handwritten signature in black ink, appearing to be 'JRM', is written over a solid black rectangular redaction box.

José Rogelio Meneces Aguilar.