



Aviation Investigation Final Report

Location:	Knox City, Texas	Accident Number:	CEN24LA135
Date & Time:	March 13, 2024, 12:00 Local	Registration:	N3040P
Aircraft:	ROBINSON HELICOPTER R44	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

During takeoff in the helicopter, the pilot reduced collective control input. Once the skids began to lift off the ground, the pilot felt the helicopter spin to the left. The pilot applied corrective right pedal input and pulled up on the collective. Once the skids were off the ground, the helicopter spun harder to the left, and the pilot could not overcome the spin. The helicopter rolled onto its side, which resulted in substantial damage to the tail boom, fuselage, and main rotors. The pilot reported that there were no mechanical malfunctions of the helicopter that would have precluded normal operations.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain directional control during takeoff, which resulted in a rollover and an impact with terrain.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
---------	--

Pilot Information

Certificate:	Private	Age:	35,Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 20, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 20, 2023
Flight Time:	(Estimated) 125 hours (Total, all aircraft), 125 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N3040P
Model/Series:	R44	Aircraft Category:	Helicopter
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1802
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	September 21, 2023 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2598 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540-F1B5
Registered Owner:	CEDAR RIDGE AVIATION LLC	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Rotorcraft external load (133), Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KF05,1265 ft msl	Distance from Accident Site:	54 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.72 inches Hg	Temperature/Dew Point:	26°C / 5°C
Precipitation and Obscuration:			
Departure Point:	Knox City, TX	Type of Flight Plan Filed:	None
Destination:	Graham, TX (RPH)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Harrison Field F75	Runway Surface Type:	
Airport Elevation:	1500 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.43614,-99.815539

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	John Smith; FAA FSDO; Lubbock, TX
Original Publish Date:	July 11, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193935

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).