



# Aviation Investigation Final Report

<b>Location:</b>	Gilbertsville, Kentucky	<b>Accident Number:</b>	ERA24LA236
<b>Date &amp; Time:</b>	June 2, 2024, 13:15 Local	<b>Registration:</b>	N220SW
<b>Aircraft:</b>	Robinson R44	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The helicopter pilot initially landed on his private property, but then decided he wanted to move to an area that was flatter. He described that when he raised the collective pitch control the helicopter “moved back.” Before he was able to recover, the main rotor blades contacted the upsloping terrain, resulting in a rollover and substantial damage to the fuselage. The pilot reported that there were no preimpact mechanical malfunctions or failures of the helicopter that would have precluded normal operation.

## 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 control of the helicopter while attempting to take off from sloping terrain.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Pitch control - Not attained/maintained

## Factual Information

### History of Flight

Takeoff	Collision with terr/obj (non-CFIT) (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	86,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None	Last FAA Medical Exam:	May 15, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 15, 2021
Flight Time:	13450 hours (Total, all aircraft), 550 hours (Total, this make and model), 8220 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N220SW
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14013
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	February 22, 2024 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	202 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AE145
Registered Owner:	SDW LLC	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CEY, 578 ft msl	<b>Distance from Accident Site:</b>	18 Nautical Miles
<b>Observation Time:</b>	13:15 Local	<b>Direction from Accident Site:</b>	203°
<b>Lowest Cloud Condition:</b>	Few / 3800 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	Unknown / None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / N/A
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 20°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Carmi, IL	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gilbertsville, KY	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:35 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.93702, -88.22934

## Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Gary Austin; FAA/FSDO; Louisville, KY
Original Publish Date:	June 28, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=194359">https://data.nts.gov/Docket?ProjectID=194359</a>

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](#).