



Aviation Investigation Final Report

Location:	Bradenton, Florida	Accident Number:	ERA23LA228
Date & Time:	May 11, 2023, 09:27 Local	Registration:	N62HT
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the helicopter reported that while he was on approach to land, he attempted to slow his descent by pulling aft on the cyclic and increased the collective pitch. The low rotor rpm horn sounded as he was beginning to hover in ground effect, and he then began to fly forward slowly. At 20 knots, the low rotor rpm horn sounded again, and his altitude increased to 40 ft above ground level. The rotor speed did not recover, and the helicopter descended until it landed on an uneven berm. The helicopter then pitched forward, the main rotor blades impacted the ground, and the helicopter rolled onto its left side. The helicopter's tail boom was substantially damaged. 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 adequate rotor rpm during landing which resulted in a premature landing on uneven ground and a subsequent rollover.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Main rotor blade system - Capability exceeded
Environmental issues	Sloped/uneven terrain - Effect on operation

Factual Information

History of Flight

Landing	Abnormal runway contact (Defining event)
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Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
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:	February 6, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 26, 2023
Flight Time:	78.1 hours (Total, all aircraft), 78.1 hours (Total, this make and model), 44.1 hours (Pilot In Command, all aircraft), 46.6 hours (Last 90 days, all aircraft), 7.9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N62HT
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2014	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13709
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	May 7, 2023 100 hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3933.51 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	IO-540-AE1A5
Registered Owner:	REGISTRATION PENDING	Rated Power:	245 Horsepower
Operator:	REGISTRATION PENDING	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SRQ, 17 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	253°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sarasota, FL (SRQ)	Type of Flight Plan Filed:	None
Destination:	Bradenton, FL	Type of Clearance:	None
Departure Time:	09:10 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.465023,-82.325029(est)

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Christopher Oaks; FAA FSDO; Tampa, FL
Original Publish Date:	July 7, 2023
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=149067

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](#).