



National Transportation Safety Board Aviation Accident Final Report

Location:	Rocky Point, NC	Accident Number:	ATL06CA073
Date & Time:	05/02/2006, 1945 EST	Registration:	N288RH
Aircraft:	Robinson R44 Raven II	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot stated that during his return flight the tail rotor chip detector light flickered and then came on and stayed on. He said he was familiar with the flight area and knew there was a fire department near his intended landing site. He elected to perform a precautionary landing near the fire department to inspect the helicopter. During the landing he failed to observe a TV transmission line, struck the line, nosed down from about 5-feet AGL, rolled to the left and impacted the ground. The pilot further stated that he was "impacted by a strong lateral wind gust from the east which swung the tail rotor into the low hanging cable. However, the nearest weather reporting facility did not report wind gusts at the time of the accident. The pilot also stated that there was "not a mechanical malfunction".

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout during a precautionary landing which resulted in an in-flight collision with a transmission wire.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. MISC ROTORCRAFT,CHIP DETECTOR SYSTEM, GEAR BOX - ACTIVATED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

2. OBJECT - WIRE, TRANSMISSION
3. (F) PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	03/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	03/01/2006
Flight Time:	3830 hours (Total, all aircraft), 108 hours (Total, this make and model), 27 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N288RH
Model/Series:	R44 Raven II	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	10253
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	02/01/2006, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	550 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	Cape Fear Helicopters, Inv	Rated Power:	300 hp
Operator:	Andrew Weldon Mayes	Operating Certificate(s) Held:	None
Operator Does Business As:	Cape Fear Helicopters, Inc.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	ILM, 33 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1953 EST	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Myrtle Beach, SC (CRE)	Type of Flight Plan Filed:	None
Destination:	Burgaw, NC (7NC1)	Type of Clearance:	None
Departure Time:	1900 EST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.445278, -77.881389

Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Report Date:	10/03/2006
Additional Participating Persons:	Leo McGinty; Greensboro FSDO-05; Greensboro, NC		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).