



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Rocky Point, NC	<b>Accident Number:</b>	ATL06CA073
<b>Date &amp; Time:</b>	05/02/2006, 1945 EST	<b>Registration:</b>	N288RH
<b>Aircraft:</b>	Robinson R44 Raven II	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

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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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Robinson	<b>Registration:</b>	N288RH
<b>Model/Series:</b>	R44 Raven II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Andrew Weldon Mayes	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	ILM, 33 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 220°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Myrtle Beach, SC (CRE)	<b>Destination:</b>	Burgaw, NC (7NC1)

## 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>Latitude, Longitude:</b>	34.445278, -77.881389		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Butch Wilson	<b>Adopted Date:</b>	10/03/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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