



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Lake Powell, UT	<b>Accident Number:</b>	SEA08CA002
<b>Date &amp; Time:</b>	10/02/2007, 1000 MDT	<b>Registration:</b>	N644BS
<b>Aircraft:</b>	Robinson R44 II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated he was distracted during the preflight inspection and neglected to remove the left rear tie-down. During takeoff, the helicopter rolled and came to rest on its left side. The helicopter sustained substantial damage to the main rotors, tail boom, and cabin.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection and failure to remove a tie-down strap before departure.

## Findings

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Occurrence #1: ROLL OVER  
Phase of Operation: TAKEOFF

### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (C) GROUND TIE-DOWN ROPE/STRAP - NOT REMOVED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last Medical Exam:</b>	04/01/2007
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	02/01/2007
<b>Flight Time:</b>	6052 hours (Total, all aircraft), 1796 hours (Total, this make and model), 38 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Robinson	<b>Registration:</b>	N644BS
<b>Model/Series:</b>	R44 II	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11642
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/01/2007, 100 Hour	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	155 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-540-AE1A5
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	245 hp
<b>Operator:</b>	On file	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PGA, 4316 ft msl	Observation Time:	0953 MST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	17°C / 7°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.28 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lake Powell, UT	Type of Flight Plan Filed:	None
Destination:	Page, AZ (PGA)	Type of Clearance:	None
Departure Time:	1000 MDT	Type of Airspace:	

## Airport Information

Airport:	Watercraft LZ (NONE)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor		

## Administrative Information

Investigator In Charge (IIC):	Dennis J Hogenson	Adopted Date:	11/29/2007
Additional Participating Persons:	Lewis Olson; Federal Aviation Administration; Salt Lake City, UT		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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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