



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	63
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-540-AE1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PGA, 4316 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	17°C / 7°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lake Powell, UT	<b>Destination:</b>	Page, AZ (PGA)

## Airport Information

<b>Airport:</b>	Watercraft LZ (NONE)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	NA	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Dennis J Hogenson	<b>Adopted Date:</b>	11/29/2007
<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: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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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.