



National Transportation Safety Board Aviation Accident Final Report

Location:	Menard, TX	Accident Number:	CEN13CA124
Date & Time:	01/02/2013, 1745 CST	Registration:	N744RM
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

As the helicopter was flying west in the direction of the sun and at 250 feet above ground level, the pilot heard a loud "bang" and observed a black object go by the left side of the helicopter. The object struck the passenger-side windshield. The pilot performed a forced landing to a highway. During the forced landing, both landing skids separated and the helicopter slid to a stop. The lower fuselage was buckled and wrinkled in several locations. The pilot reported no preaccident mechanical malfunctions or failures with 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 helicopter landed hard during a forced landing.

Findings

Aircraft	Descent rate - Not specified (Cause)
Personnel issues	Aircraft control - Pilot Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Enroute-cruise	Collision with terr/obj (non-CFIT)
Emergency descent	Off-field or emergency landing
Landing-flare/touchdown	Hard landing (Defining event)

Pilot Information

Certificate:	Commercial; Private	Age:	58, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	08/21/2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	02/18/2012
Flight Time:	6015 hours (Total, all aircraft), 121 hours (Total, this make and model), 6015 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ROBINSON HELICOPTER COMPANY	Registration:	N744RM
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	11322
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	12/04/2012, 100 Hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1193.6 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-AE1A5
Registered Owner:	Rancho Bonito Livestock	Rated Power:	260 hp
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KJCT, 1754 ft msl	Observation Time:	1751 CST
Distance from Accident Site:	25 Nautical Miles	Condition of Light:	Dusk
Direction from Accident Site:	180°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	7° C / -5° C
Lowest Ceiling:	None	Visibility	8 Miles
Wind Speed/Gusts, Direction:	5 knots, 7°	Visibility (RVR):	
Altimeter Setting:	30.22 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Menard, TX	Type of Flight Plan Filed:	None
Destination:	Menard, TX	Type of Clearance:	None
Departure Time:	1700 CST	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		

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	04/03/2013
Additional Participating Persons:	David Benningfield; FAA Flight Standards District Office; San Antonio, TX		
Publish Date:	04/03/2013		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85955		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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