



National Transportation Safety Board Aviation Accident Data Summary

Location:	Honolulu, HI	Accident Number:	WPR14CA325
Date & Time:	08/01/2014, 1500 HST	Registration:	N110JC
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that while air-taxiing east about 15 feet above ground level (agl) to parking with adjoining buildings on both sides, which were known for buffeting winds that made it difficult to control the helicopter's yaw, he encountered a strong gust of wind. The helicopter abruptly yawed to the right and he input left pedal control which did not correct the right yaw. The helicopter continued rotating to the right at an increasing speed; full left pedal had no effect. The pilot stated that the helicopter subsequently completed several 360-degree turns to the right, which rendered it completely uncontrollable; he abruptly lowered the collective from about 8 to 10 feet agl to get the helicopter on the ground. During the descent the helicopter's left skid impacted the center of the taxiway, slid toward a fuel truck, and came to rest on its right side. The main rotor blade impacted a fuel truck's windshield. The helicopter sustained substantial damage to the tail boom and the upper and lower cabin/cockpit structure. The pilot reported no preimpact mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

Flight Events

Taxi - Loss of tail rotor effectiveness
Taxi - Loss of control in flight
Uncontrolled descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's inadequate compensation for the wind conditions and failure to maintain aircraft control during taxi, which resulted in a loss of tail rotor effectiveness and subsequent impact with the taxiway and a parked fuel truck.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Prop/rotor parameters-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Response/compensation - C
Environmental issues-Physical environment-Object/animal/substance-Ground vehicle-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	75
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	2088 hours (Total, all aircraft), 1500 hours (Total, this make and model), 16 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ROBINSON HELICOPTER COMPANY	Registration:	N110JC
Model/Series:	R44 II II	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-540-AE1A5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	HNL, 13 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	15 knots/ 25 knots, 60°
Temperature:	31°C / 18°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kaunakakai, HI (I-99)	Destination:	Honolulu, HI (HNL)

Airport Information

Airport:	Honolulu International (HNL)	Runway Surface Type:	N/A
Runway Used:	N/A	Runway Surface Condition:	Unknown
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Thomas Little	Adopted Date:	11/13/2014
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=89788		

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.

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.