



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Homer, AK	<b>Accident Number:</b>	ANC16CA051
<b>Date &amp; Time:</b>	08/04/2016, 1130 AKD	<b>Registration:</b>	N719TF
<b>Aircraft:</b>	ROBINSON HELICOPTER COMPANY R44 II	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Analysis

The pilot stated that while en route, about 1,000 feet above ground level (agl), a loud sound was heard in conjunction with feeling a "bump." At this point, a vibration was felt in the control pedals and a precautionary landing was executed. Upon inspection, an estimated 3-inch area of the tail rotor blade exhibited signs consistent with buckling.

Witnesses on the ground reported seeing an object consistent with a bird fall from the sky after contact with the helicopter. No panels or other equipment was missing from the helicopter during an inspection following the landing. The pilot reported no pre-impact mechanical malfunctions or anomalies that would have precluded normal operation.

## Flight Events

Enroute-cruise - Birdstrike

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

An in-flight collision with a bird resulting in damage to a tail rotor blade, which required replacement.

## Findings

Aircraft-Aircraft systems-Flight control system-(general)-Damaged/degraded - C  
Environmental issues-Physical environment-Object/animal/substance-Animal(s)/bird(s)-Effect on equipment - C

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	9600 hours (Total, all aircraft), 85 hours (Total, this make and model), 8130 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON HELICOPTER COMPANY	<b>Registration:</b>	N719TF
<b>Model/Series:</b>	R44 II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540-AE1A5
<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>	Day
<b>Observation Facility, Elevation:</b>	PAHO, 73 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 4700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 60°
<b>Temperature:</b>	16° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>	Light - Rain; Moderate - Mist		
<b>Departure Point:</b>	HOMER, AK (HOM)	<b>Destination:</b>	HOMER, AK (HOM)

## Airport Information

<b>Airport:</b>	HOMER (HOM)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	59.585278, -151.329444 (est)		

## Administrative Information

Investigator In Charge (IIC):	David S Williams	Adopted Date:	12/05/2016
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93650">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93650</a>		

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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.