



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Encino, TX	<b>Accident Number:</b>	CEN18CA240
<b>Date &amp; Time:</b>	06/26/2018, 0830 CDT	<b>Registration:</b>	N122CH
<b>Aircraft:</b>	ROBINSON HELICOPTER R22 BETA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The purpose of the flight was to capture a bull with a net gun. While the pilot was maneuvering at low altitude, the gunner fired the net at a bull. The net deployed and ensnared the helicopter's skid and the bull. The bull continued to run, dragging the helicopter down, which resulted in the helicopter's collision with terrain.

The helicopter sustained substantial damage to the fuselage, main rotor, and tailboom, and the pilot and gunner sustained minor injuries.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 gunner's failure to ensure that the net would not ensnare the helicopter's skids once deployed, which resulted in the pilot being unable to maintain helicopter control as the bull pulled on the net and subsequent impact with terrain.

## Findings

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<b>Aircraft</b>	Performance/control parameters - Attain/maintain not possible (Cause)
<b>Personnel issues</b>	Lack of action - Other/unknown (Cause)

## Factual Information

### History of Flight

Maneuvering	Miscellaneous/other (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3420 hours (Total, all aircraft), 2200 hours (Total, this make and model), 3357 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N122CH
Model/Series:	R22 BETA BETA	Aircraft Category:	Helicopter
Year of Manufacture:	2010	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4492
Landing Gear Type:	Ski;	Seats:	
Date/Type of Last Inspection:	06/15/2018, Annual	Certified Max Gross Wt.:	1369 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-J2A
Registered Owner:	ESPEJO HELICOPTER LEASING LLC	Rated Power:	145 hp
Operator:	ESPEJO HELICOPTER LEASING LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C / 20° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Encino, TX	Type of Flight Plan Filed:	None
Destination:	Encino, TX	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	Fire At Unknown Time
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	26.757222, -97.996944 (est)

## Administrative Information

Investigator In Charge (IIC):	Jason T Aguilera	Report Date:	02/11/2020
Additional Participating Persons:			
Publish Date:	02/11/2020		
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=97604">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97604</a>		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).