



Aviation Investigation Factual Report

Location:	Kenosha, Wisconsin	Accident Number:	CEN24LA097
Date & Time:	January 21, 2024, 12:30 Local	Registration:	N8350M
Aircraft:	ROBINSON HELICOPTER R22 BETA	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 17, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 6, 2023
Flight Time:	(Estimated) 1448 hours (Total, all aircraft), 162 hours (Total, this make and model), 1396 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N8350M
Model/Series:	R22 BETA	Aircraft Category:	Helicopter
Year of Manufacture:	1997	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2665
Landing Gear Type:	None; Skid	Seats:	2
Date/Type of Last Inspection:	September 26, 2023 Annual	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5998.28 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-J2A
Registered Owner:	VORTEX LEASING LLC	Rated Power:	131 Horsepower
Operator:	VORTEX LEASING LLC	Operating Certificate(s) Held:	Rotorcraft external load (133), On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KENW,733 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	252°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.47 inches Hg	Temperature/Dew Point:	-7°C / -16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Janesville, WI (WI85)	Type of Flight Plan Filed:	None
Destination:	Kenosha, WI	Type of Clearance:	VFR
Departure Time:	11:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	Kenosha Regional Airport ENW	Runway Surface Type:	
Airport Elevation:	742 ft msl	Runway Surface Condition:	Snow
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	42.597337,-87.928022(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Michael Veselka; FAA; Milwaukee, WI Michael Brockel; FAA; Milwaukee, WI
Report Date:	
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193692

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).