



Aviation Investigation Factual Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Indianola, Utah | Accident Number: | DEN05CA097 |
| Date & Time: | June 26, 2005, 12:00 Local | Registration: | N373DM |
| Aircraft: | Robinson R44 II | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 4 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Factual Information

On June 26, 2005, approximately 1200 mountain daylight time, a Robinson R44 II single-engine helicopter, N373DM, sustained substantial damage when it impacted terrain following a loss of control while landing near Indianola, Utah. The private pilot and three passengers were not injured. The helicopter was registered to Fly, LLC, Panaca, Nevada, and operated by the pilot. Visual meteorological conditions prevailed, and a flight plan was not filed for the Title 14 Code of Federal Regulations Part 91 personal flight. The flight departed the Spanish Fork-Springville Airport (U77), Spanish Fork, Utah, approximately 0900.

According to the Pilot Aircraft Accident Report (NTSB Form 6120.1/2), the pilot reported he was attempting to land in a sage brush meadow at an elevation of 6,100 feet msl. While in effective translational lift at 12 to 17 feet agl, the helicopter lost rotor RPM, and the pilot applied throttle in an attempt to increase rotor RPM. Subsequently, the helicopter entered an uncontrolled descent from approximately 10 feet agl, landed hard, and rolled over. One main rotor blade was separated, and the fuselage sustained substantial damage.

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Private | Age: | 40, Male |
| Airplane Rating(s): | None | Seat Occupied: | |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 3 | Last FAA Medical Exam: | March 1, 2005 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 143 hours (Total, all aircraft), 1 hours (Total, this make and model), 58 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|----------|---------------------------------------|-----------------|
| Aircraft Make: | Robinson | Registration: | N373DM |
| Model/Series: | R44 II | Aircraft Category: | Helicopter |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 10373 |
| Landing Gear Type: | Skid | Seats: | |
| Date/Type of Last Inspection: | | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | | Engine Model/Series: | IO-540 |
| Registered Owner: | Fly LLC | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|-------------------------|---|------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Spanish Fork, UT (U77) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | |
| Total Injuries: | 4 None | Latitude, Longitude: | 40.141387,-111.661109 |

Administrative Information

Investigator In Charge (IIC): Sauer, Aaron

Additional Participating Persons:

Report Date: July 25, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=61812>

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](#).