



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

April 30, 2019

ON SCENE OBSERVATIONS

WPR19FA123

This document contains 11 embedded photos.

A. ACCIDENT

Location: Kailua, Hawaii
Date: April 29, 2019
Aircraft: Robinson R44, Registration N808NV, Serial #0926
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

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C. SUMMARY

An on scene examination of the airframe and engine was conducted on April 30, 2019 in the town of Kailua, Hawaii.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site Overview

The wreckage came to rest in the residential town of Kailua, Hawaii. The debris field was about ¼ mile long and extended along a northerly heading. The first identified pieces of debris were a piece of plexiglass and carpet. Directly northeast, and slightly out of the main debris path, was

the outboard about 1/3rd of a main rotor blade, which came to rest in a residential fence. Following the first identified pieces of debris was a large area of scattered airframe and cockpit components. These items consisted of tinted and regular plexiglass, a battery cover, a small main rotor blade fragment, the forward left door post, a fragment of instrument console, left door hinge, altimeter pieces, and fire extinguisher. Continuing north from this large area were other items from the cabin area extending towards the main wreckage. These items included plexiglass fragments, the mixture control guard, a headset speaker, and ended with the main fuel tank. About 70 yards north of the fuel tank was the main wreckage, which was the end of the debris path. (See docket for Google Earth maps of the debris field).

The helicopter came to rest on its left side on the edge of a roadway. The cabin area was heavily fragmented and exhibited overall left side crushing throughout. A portion of the forward left side fuselage was not present at the main wreckage. The aft cabin, main rotor driveshaft and assembly, and engine exhibited post impact fire related damage. The main rotor blades remained attached to the main rotor hub and exhibited extensive damage. One main rotor blade was bent 90 degrees about midspan. The other main rotor blade was bent near the hub and about 1/3rd of the outboard tip was fracture separated and not present at the main wreckage.

The tailcone remained attached to the fuselage and came to rest at about a 90-degree angle from the fuselage. The forward portion of the tailcone exhibited areas of crush damage. The horizontal and vertical stabilizers were mostly intact and exhibited some crush damage. The tail skid tube was not damaged. The tail rotor assembly remained attached to the airframe and was relatively undamaged; the tail rotor blades exhibited limited impact related damage.

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1.1 Accident Site Photos



Figure 1: Overview

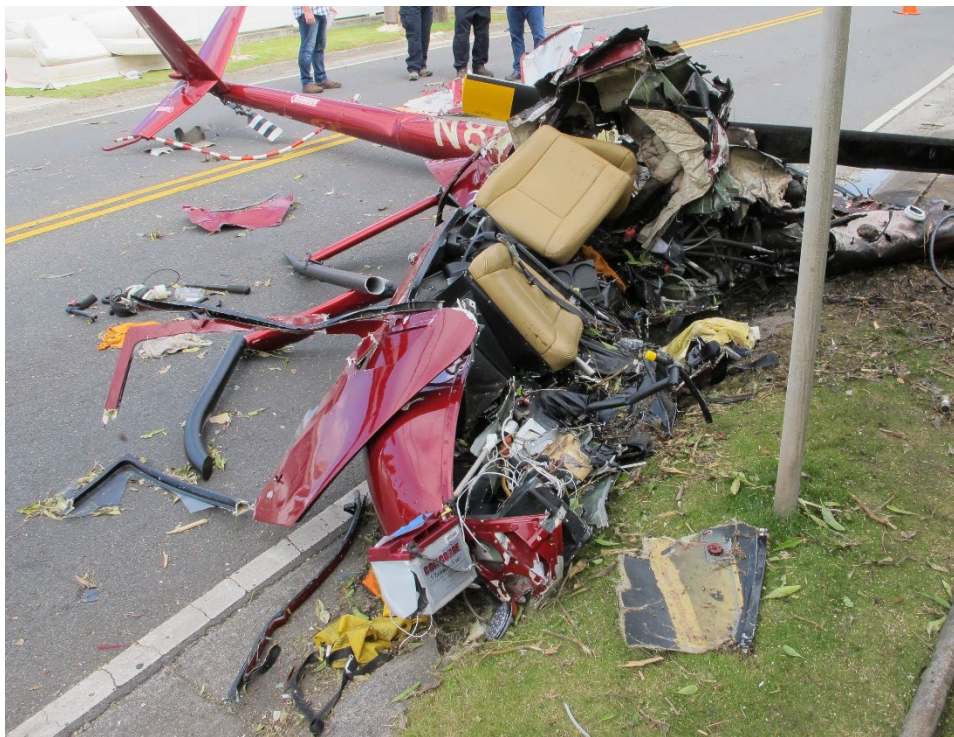


Figure 2: Cabin Area



Figure 3: Tail section



Figure 4: Tail Rotor Assembly



Figure 5: Main Rotor Blades



Figure 6: Aft Cabin and Fuselage



Figure 7: Upper Sheave and Cooling Fan



Figure 8: Engine During Recovery



Figure 9: Main Fuel Tank



Figure 10: Front Left Door Post/windshield frame



Figure 11: Portion of Main Rotor Blade

END.

Submitted by: Samantha Link