



Aviation Investigation Final Report

Location:	White Plains, New York	Accident Number:	ERA22LA135
Date & Time:	February 17, 2022, 10:00 Local	Registration:	N929WA
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The commercial helicopter pilot was attempting to land on a mobile landing platform in gusty conditions. As the helicopter settled down onto the helipad, the skids contacted the pad unevenly, which caused it to tilt to the right. The pilot attempted to correct and lowered the collective, but the helicopter rapidly entered a dynamic rollover and struck the ground, which resulted in substantial damage to the fuselage, mast, and main rotor blades. The pilot reported that there were no mechanical malfunctions or failures 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 pilot's failure to maintain stabilized lateral control during landing in gusty conditions which resulted in a dynamic rollover when the skids contacted the platform unevenly.

Findings

Personnel issues	Incorrect action performance - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground
Landing	Dynamic rollover (Defining event)
Landing-flare/touchdown	Collision during takeoff/land

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
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:	October 5, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 15, 2021
Flight Time:	4844 hours (Total, all aircraft), 1684 hours (Total, this make and model), 4807 hours (Pilot In Command, all aircraft), 72.9 hours (Last 90 days, all aircraft), 27.5 hours (Last 30 days, all aircraft), 3.8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N929WA
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2018	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	14233
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	December 7, 2021 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1791.4 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AE1A5
Registered Owner:	WINGS AIR HELICOPTERS LLC	Rated Power:	260 Horsepower
Operator:	WINGS AIR HELICOPTERS LLC	Operating Certificate(s) Held:	Commuter air carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HPN,367 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:56 Local	Direction from Accident Site:	278°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 18 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	15°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New York, NY (6N5)	Type of Flight Plan Filed:	None
Destination:	White Plains, NY	Type of Clearance:	VFR
Departure Time:	09:52 Local	Type of Airspace:	Class D

Airport Information

Airport:	WESTCHESTER COUNTY HPN	Runway Surface Type:	
Airport Elevation:	439 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.066953,-73.707566

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Mark Burnett; FAA FSDO; Farmingdale, NY
Original Publish Date:	June 22, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104694

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](#).