



# Aviation Investigation Final Report

<b>Location:</b>	White Plains, New York	<b>Accident Number:</b>	ERA22LA135
<b>Date &amp; Time:</b>	February 17, 2022, 10:00 Local	<b>Registration:</b>	N929WA
<b>Aircraft:</b>	ROBINSON HELICOPTER COMPANY R44 II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Dynamic rollover	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Factual Information

### History of Flight

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

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 5, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 15, 2021
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

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](#).