



Aviation Investigation Final Report

Location:	Calhoun, Georgia	Accident Number:	ERA22LA188
Date & Time:	April 12, 2022, 17:05 Local	Registration:	N426DB
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he repositioned the helicopter within the landing zone after landing to use its full length for the planned departure. As he applied takeoff power, the pilot inadvertently climbed the helicopter into wires above the main rotor blades. The pilot subsequently reduced power and attempted a run-on landing to an adjacent road, but the main rotor struck a building. The helicopter rolled on its side and was substantially damaged. The pilot reported that there were no preaccident 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 clearance from wires during takeoff.

Findings

Personnel issues	(general) - Pilot
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2	Last FAA Medical Exam:	October 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 301 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N426DB
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	13514
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	September 23, 2021 100 hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1295.3 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	I0540-AE1A5
Registered Owner:	On file	Rated Power:	245
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRMG,639 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	236°
Lowest Cloud Condition:	Scattered / 8500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	28°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Calhoun, GA	Type of Flight Plan Filed:	None
Destination:	Calhoun, GA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	34.47634,-84.932392(est)

Administrative Information

Investigator In Charge (IIC): Rayner, Brian

Additional Participating Persons:

Original Publish Date: April 20, 2023

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=104936>

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](#).