



Aviation Investigation Final Report

Location:	Inlet, New York	Accident Number:	ERA25LA267
Date & Time:	July 9, 2025, 12:22 Local	Registration:	N67RW
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while approaching to land in his yard, while still over water, he lowered the collective to prevent an increase in altitude when he flared. As the helicopter began to settle, he increased the collective; however, his hand was too far up the collective and his grip prevented the governor from automatically increasing the throttle to increase rotor rpm and maintain lift when the collective was raised. The helicopter impacted the water resulting in substantial damage to the tail boom. 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 control of the helicopter during the landing.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 10, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 26, 2024
Flight Time:	802 hours (Total, all aircraft), 421 hours (Total, this make and model), 421 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N67RW
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12526
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	July 18, 2024 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	92 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1635.3 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540-AE1A5
Registered Owner:	On file	Rated Power:	235 Horsepower
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:	GTB,688 ft msl	Distance from Accident Site:	46 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	294°
Lowest Cloud Condition:	Few / 2600 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	25°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Inlet, NY	Type of Flight Plan Filed:	None
Destination:	Inlet, NY	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	43.742452,-74.754324(est)

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Benjamin Gorey; FAA/FSDO; Albany, NY
Original Publish Date:	November 20, 2025
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=200538

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](#).