



Aviation Investigation Final Report

Location:	St. Cloud, Florida	Accident Number:	MIA05CA133
Date & Time:	July 6, 2005, 20:30 Local	Registration:	N90SG
Aircraft:	Robinson R44	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that after departure the flight proceeded to his property nearby, then he elected to return to the helipad where the flight departed. Upon approach to the helipad he noted a horse trailer obstructed one side of the helipad and a mowing trailer obstructed the other side of the helipad. He hovered over the top of both then decided to perform a 160 degree pedal turned to the left. He reported that he "lost my focus on a palm tree and consequently struck the tree with [the] tailboom which caused a main rotor strike. Hence the accident."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain clearance with a palm tree resulting in the in-flight collision with it, and subsequent uncontrolled descent and in-flight collision with the ground.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: HOVER

Findings

1. HOVERING TURN - INITIATED - PILOT IN COMMAND
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

On July 6, 2005, about 2030 eastern daylight time, a Robinson R44, N90SG, registered to Red Stone Helicopter Sales & Leasing LLC, collided with a palm tree then the ground while landing at a private helipad near St. Cloud, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 local, personal flight from the private helipad. The helicopter was substantially damaged and the private-rated pilot, the sole occupant, sustained minor injuries. The flight originated about 1900, from the private helipad.

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Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 1, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	110 hours (Total, all aircraft), 32 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N90SG
Model/Series:	R44	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1265
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540-F1B5
Registered Owner:	Red Stone Helicopter Sales & Leasing LLC	Rated Power:	
Operator:	David K. Jowers	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	St. Cloud, FL	Type of Flight Plan Filed:	None
Destination:	St. Cloud, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach: Unknown
Runway Length/Width:	VFR Approach/Landing:

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	27.767112,-81.686195(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: October 27, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=61915>

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](#).