



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Wadsworth, Texas	Accident Number:	GAA18CA129
Date & Time:	February 13, 2018, 10:30 Local	Registration:	N843SH
Aircraft:	ROBINSON HELICOPTER R22	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The pilot of the helicopter reported that he was taking a passenger up for a "hog hunt" flight. He added that he lifted off the ground, about 40 to 50 ft, and the passenger's gun became lodged in the cyclic control. He instructed the passenger to move his gun multiple times, but the passenger "seized up and panicked." The helicopter impacted the ground, and the fuselage and empennage sustained substantial damage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

The pilot reported that it was the second hunt with the passenger and that he had provided a safety briefing before the accident flight. He added that, during the safety briefing, he discussed gun safety, when and where to shoot, and instructions on avoiding areas with the flight controls.

He added that, as a safety recommendation, he will conduct a more thorough safety briefing, including an on-ground, engine-off cockpit simulation and a lesson on firearm safety.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The passenger's gun becoming lodged in the flight controls during takeoff and his failure to remove it, which resulted in impact with terrain.

Findings

Personnel issues

Lack of action - Passenger

Aircraft

Control column section - Unintentional use/operation

Factual Information

History of Flight

Takeoff	Miscellaneous/other (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	23, 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:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 15, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 307.5 hours (Total, all aircraft), 306.8 hours (Total, this make and model), 284.3 hours (Pilot In Command, all aircraft), 58.7 hours (Last 90 days, all aircraft), 29.5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N843SH
Model/Series:	R22 BETA	Aircraft Category:	Helicopter
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3820
Landing Gear Type:	N/A; Skid	Seats:	2
Date/Type of Last Inspection:	December 7, 2017 100 hour	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4142.6 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-J2A
Registered Owner:	On file	Rated Power:	136 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:	KBYV, 45 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	16:15 Local	Direction from Accident Site:	17°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.42 inches Hg	Temperature/Dew Point:	10°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wadsworth, TX	Type of Flight Plan Filed:	None
Destination:	Wadsworth, TX	Type of Clearance:	None
Departure Time:	08:40 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	28.781665,-95.930274(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Glen Longnion; FAA; Houston, TX
Original Publish Date:	May 14, 2018
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=96743

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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](#).