



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Gonzales, Louisiana	<b>Accident Number:</b>	CEN21LA378
<b>Date &amp; Time:</b>	August 20, 2021, 23:00 Local	<b>Registration:</b>	N222VB
<b>Aircraft:</b>	ROBINSON HELICOPTER COMPANY R44 II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that he was approaching to land at night when the helicopter tail rotor struck a tree. He felt the helicopter “shake a little” and noticed it was “falling.” The pilot attempted to cushion the landing by increasing collective and the helicopter came to rest on both skids upright. The helicopter fuselage and tail rotor sustained damaged during the hard landing. 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 inadvertent collision with a tree while landing at night which resulted in a hard landing.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Landing	Collision with terr/obj (non-CFIT)
Landing-flare/touchdown	Hard landing (Defining event)

### Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	January 1, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N222VB
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	10009
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-540-AE1A5
Registered Owner:		Rated Power:	245 Horsepower
Operator:		Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KREG, 15 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	22:55 Local	Direction from Accident Site:	193°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	25° C / 24° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gonzales, LA (N/A)	Type of Flight Plan Filed:	None
Destination:	Gonzales, LA (N/A)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.2461, -90.9219(est)

## Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy		
Additional Participating Persons:	Lisa Cotham; FAA Flight Standards; Baton Rouge, LA		
Original Publish Date:	February 8, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=103735">https://data.nts.gov/Docket?ProjectID=103735</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).