



National Transportation Safety Board Aviation Accident Final Report

Location:	Mineral Point, Wisconsin	Accident Number:	CEN21LA452
Date & Time:	July 20, 2021, 13:30 Local	Registration:	N44XB
Aircraft:	ROBINSON HELICOPTER R44	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The pilot of the helicopter was conducting agricultural application when he noticed the oil pressure light flickering just before making the 180° turn for his next run, and he turned toward a cornfield and made a precautionary landing. The pilot reported that the landing was soft, but the spray boom broke during landing. Two witnesses reported that the helicopter was maneuvering at low altitude and struck a wire before landing in the cornfield. They both reported that the pilot got out and examined the helicopter, got back in, took off, and departed the area. Photographs taken by a Federal Aviation Administration inspector showed that the helicopter sustained substantial damage to the main rotor blades. The pilot reported that he did not feel the impact of the rotor blades with the wire.

Probable Cause and Findings

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

The pilot's failure to see and avoid a wire during an aerial application flight, resulting in a collision with the wire.

Findings

Personnel issues	Monitoring environment - Pilot
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Factual Information

History of Flight

Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	47
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 1, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N44XB
Model/Series:	R44	Aircraft Category:	Helicopter
Year of Manufacture:	2002	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1215
Landing Gear Type:	None; Skid	Seats:	4
Date/Type of Last Inspection:	Unknown	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:		Rated Power:	
Operator:		Operating Certificate(s) Held:	Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMRJ	Distance from Accident Site:	
Observation Time:	16:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	29° C / 18° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mineral Point, WI	Type of Flight Plan Filed:	None
Destination:	Mineral Point, WI	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.874434, -90.208609(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig		
Additional Participating Persons:	Mike Brockel; FAA FSDO; Milwaukee, WI		
Original Publish Date:	March 25, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103963		

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](#).