



Aviation Investigation Final Report

Location:	Carlsbad, California	Accident Number:	WPR24LA251
Date & Time:	July 18, 2024, 16:25 Local	Registration:	N886JB
Aircraft:	ROBINSON HELICOPTER R44	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot of the helicopter reported that he was attempting to depart from a platform. The helicopter was oriented perpendicular to the prevailing wind and the rotor wash of a nearby helicopter. As the pilot raised collective to climb, the helicopter immediately rolled over to the right and impacted the asphalt. The helicopter sustained substantial damage to the tailboom.

The pilot reported there were no preaccident mechanical failures or malfunctions 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 lateral control of the helicopter while departing with a crosswind, which resulted in a dynamic rollover.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff	Dynamic rollover (Defining event)
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Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 8, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 11, 2023
Flight Time:	(Estimated) 2501.7 hours (Total, all aircraft), 2425.2 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N886JB
Model/Series:	R44	Aircraft Category:	Helicopter
Year of Manufacture:	2019	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30058
Landing Gear Type:	Ski	Seats:	4
Date/Type of Last Inspection:	July 5, 2024 100 hour	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	549 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-540-F1B5
Registered Owner:	CIVIC HELICOPTERS INC	Rated Power:	260 Horsepower
Operator:	CIVIC HELICOPTERS INC	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCRQ,313 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	56°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carlsbad, CA	Type of Flight Plan Filed:	None
Destination:	Carlsbad, CA	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Mc Clellan - Palomar KCRQ	Runway Surface Type:	
Airport Elevation:	326 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	33.12825,-117.28008

Administrative Information

Investigator In Charge (IIC):	Whitaker, Kathryn
Additional Participating Persons:	Wills Linner; FAA; San Jose, CA
Original Publish Date:	February 27, 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=194746

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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](#).