



Aviation Investigation Final Report

Location:	Nashville, Arkansas	Accident Number:	CEN25LA359
Date & Time:	August 30, 2025, 20:25 Local	Registration:	N442PR
Aircraft:	ROBINSON HELICOPTER COMPANY R44 II	Aircraft Damage:	Substantial
Defining Event:	Fuel exhaustion	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while enroute, about two minutes from his planned landing zone, the low-fuel light illuminated. He flew past the intended landing zone, which was unlit, and continued searching for the landing zone until the engine suffered a total loss of power due to fuel exhaustion. The pilot initiated an autorotation, and, while searching for a landing reference, the helicopter impacted a power pole. The helicopter came to rest upright and sustained substantial damage to the tail boom, fuselage, and main rotor system.

The pilot reported that the accident could have been prevented by monitoring the fuel level and having lighting at his landing zone.

Probable Cause and Findings

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

The pilot's inadequate fuel planning which resulted in a total loss of power due to fuel exhaustion. Contributing to the accident was the landing zone being unlit.

Findings

Personnel issues	Fuel planning - Pilot
Aircraft	Fuel - Fluid level
Environmental issues	Pole - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Fuel exhaustion (Defining event)
Autorotation	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	47,Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 13, 2024
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 5, 2025
Flight Time:	1292.3 hours (Total, all aircraft), 1292.3 hours (Total, this make and model), 131.8 hours (Last 90 days, all aircraft), 42.5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER COMPANY	Registration:	N442PR
Model/Series:	R44 II	Aircraft Category:	Helicopter
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11278
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	March 5, 2025 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1863 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	IO-540
Registered Owner:	A&E AERIAL LLC	Rated Power:	245 Horsepower
Operator:	A&E AERIAL LLC	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	NA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KDEQ, 350 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	271°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	24°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nashville, AR	Type of Flight Plan Filed:	None
Destination:	Nashville, AR	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Grass lot None	Runway Surface Type:	
Airport Elevation:	720 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	34.045,-93.783(est)

Administrative Information

Investigator In Charge (IIC):	Maxon, Cory
Additional Participating Persons:	Brian Yadlosky; FAA FSDO
Original Publish Date:	January 15, 2026
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=200928

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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](#).