



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| 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

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

Factual Information

History of Flight

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

Pilot Information

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|----------------------------------|---|--|-------------------|
| 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

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|-------------------------------|-----------------------------|--------------------------------|-----------------|
| 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

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|----------------------------------|----------------------------------|--------------------------------------|-------------------|
| 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

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| 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

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|----------------------------|--------|---------------------------------------|---------------------|
| 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

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| 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.ntsb.gov/Docket?ProjectID=200928 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).