



Aviation Investigation Final Report

Location:	Graford, Texas	Accident Number:	CEN26LA119
Date & Time:	February 18, 2026, 18:15 Local	Registration:	N940BH
Aircraft:	ROBINSON HELICOPTER CO R66	Aircraft Damage:	Substantial
Defining Event:	Roll over	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed for a short flight to his own private landing area. While approaching to land, he initiated a practice autorotation toward the hangar. During the descent, all indications appeared normal. As the pilot started the flare and increased the throttle, the low rotor RPM warning activated. He continued the flare to reduce forward speed and the low rotor RPM warning sounded again. At this point, the pilot elected to perform a run-on landing. He lowered the nose of the helicopter to level the skids. The ground was soft due to recent rain and after the helicopter skidded about 15 feet, the left skid dug into the soft ground, and the helicopter tilted forward, and the main rotor blades contacted the ground. The helicopter rolled onto its left side and the tail boom separated which resulted in substantial damage to the main and tail rotor blades. The pilot reported that there were no mechanical anomalies with the helicopter which would have precluded normal operations.

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 sufficient rotor speed during a practice autorotation to soft terrain which resulted in a loss of control and roll over.

Findings

Personnel issues	Incorrect action selection - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Wet/muddy terrain - Contributed to outcome

Factual Information

History of Flight

Landing-flare/touchdown	Simulated/training event
Landing-flare/touchdown	Roll over (Defining event)

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
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 3 Without waivers/limitations	Last FAA Medical Exam:	March 25, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 7, 2025
Flight Time:	(Estimated) 1584.2 hours (Total, all aircraft), 665.5 hours (Total, this make and model), 1553.7 hours (Pilot In Command, all aircraft), 44.8 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER CO	Registration:	N940BH
Model/Series:	R66	Aircraft Category:	Helicopter
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1192
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	December 2, 2025 100 hour	Certified Max Gross Wt.:	2700 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	582.89 Hrs as of last inspection	Engine Manufacturer:	ROLLS-ROYCE
ELT:	Installed	Engine Model/Series:	250-C300/A1
Registered Owner:	BRAZOS VORTEX LLC	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MWL, 942 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	18:00 Local	Direction from Accident Site:	106°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	22°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mineral Wells, TX (N/A)	Type of Flight Plan Filed:	None
Destination:	Graford, TX	Type of Clearance:	None
Departure Time:	17:58 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private Airstrip PVT	Runway Surface Type:	
Airport Elevation:	961 ft msl	Runway Surface Condition:	Soft
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	32.96,-98.27(est)

Administrative Information

Investigator In Charge (IIC): Ellis, John

Additional Participating Persons: Manuel Lucena; FAA / FSDO; TX

Original Publish Date: July 30, 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=202454>

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](#).