



Michael J. Hodges
Investigator-In-Charge, Senior Aviation Accident Investigator
Office of Aviation Safety, Central Regional Office

Date: April 23, 2026

Subject: N445JS (Robinson Helicopter Company R44 Raven II Helicopter) -
Accident

Contact: [REDACTED] - Pilot
Concho Aviation LLC

The NTSB investigator-in-charge communicated with [REDACTED] on the telephone.

[REDACTED] was asked about the NTSB Form 6120.1 that he submitted to the NTSB on April 23, 2026, via email.

The purpose of the low-level flight was to perform the aerial hunting of wild pigs and coyotes. [REDACTED] was in the front right seat, a passenger was in the front left seat with a shotgun, and a passenger was in the left rear seat with an AR-15 style rifle. The doors of the helicopter were removed for the flight. Both passengers paid money for the aerial hunting experience.

This was [REDACTED] first time flying in the area where the accident occurred (the Blanco Canyon area), however he has flown in very similar terrain throughout remote areas in west Texas multiple times.

[REDACTED] reported that the helicopter was about 75 ft agl, the air speed was about 50 kts, and the helicopter had turned to the left (to the southwest, into the wind), when the engine rpm and main rotor rpm started to drop. [REDACTED] confirmed the drop in engine rpm and main rotor rpm by looking at the cockpit gauges.

[REDACTED] was asked if he heard any abnormal engines noises during the flight such as coughing or sputtering noises, and he said he was unable to recall hearing those types of engine noises.

The wreckage was recovered from the accident site to the operator's facility in Sterling City, Texas.

*** Nothing Follows ***



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Subject: N445JS (Robinson Helicopter Company R44 Raven II Helicopter) - Accident

Contact: [REDACTED] - Pilot and Manager
Concho Aviation LLC

The NTSB investigator-in-charge communicated with [REDACTED] on the telephone. [REDACTED], who is a manager, has extensive experience operating Robinson Helicopter Company helicopters in various environments and mission profiles.

[REDACTED] was asked about the NTSB Form 6120.1 that the pilot, [REDACTED], submitted to the NTSB on April 23, 2026, via email.

The helicopter is transported via a large trailer to various locations, where the helicopter will take off and land back on the trailer.

[REDACTED] reported that it is likely that the pilot, while performing a low-level aggressive turn while chasing the coyotes, drooped the main rotor system, and the pilot was unable to recover from that maneuver due to the low altitude.

The pilot reported he did not hear any abnormal engine noises such as coughing or sputtering during the flight. The two passengers onboard the helicopter did not report hearing any abnormal engine noises such as coughing or sputtering during the flight.

The pilot did not report encountering a yaw condition (such as you would encounter during a typical loss of engine power situation) once the reported issue started.

The skids were not split, as you would see from a typical loss of engine power and forced landing situation.

Prior to when the reported issue started, the pilot reported the helicopter was operating fine with no issues. The pilot had flown the helicopter earlier that morning for about two hours with no issues.

At the time of the accident, the helicopter had about 1 hour and 30 minutes of fuel onboard.

The most recent maintenance performed on the helicopter was on March 5, 2026, for a 100-hour inspection on the airframe and the engine.

*** Nothing Follows ***