

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



WPR24LA241

ONBOARD IMAGE RECORDER

Specialist's Factual Report

November 19, 2025

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A. ACCIDENT

Location: Herriman, Utah
Date: July 13, 2024
Time: 1035 Mountain Daylight Time (MDT)
1635 Coordinated Universal Time (UTC)
Helicopter: Robinson Helicopter R44 II, Takeflight Llc, N6960

B. ONBOARD IMAGE RECORDER SPECIALIST

Specialist Michael Portman
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C. DETAILS OF THE INVESTIGATION

In agreement with the Investigator-In-Charge, an Onboard Image Recorder group was not convened, and a summary was prepared.

The NTSB Vehicle Recorder Division received the following video file:

Image/Video File: wpr24la241_west jordan ut r44_IZXF2519[1].MP4

1.0 Device Description

This helicopter was equipped with a built-in video and data recorder. This recorder is manufactured by Rugged Video and custom installed on Robinson helicopters. The recorder captures video data as well as basic parametric data including GPS-based position information, and inertial data such as acceleration and attitude information. Only the accident video was received by the vehicle recorder lab for review.

2.0 Video File Information

The accident recording was made at a resolution of 848x478 pixels at a frame rate of 30 frames per second (fps) and was 1 minute and 32 seconds in duration.¹ Two associated audio tracks were also recorded from the camera's internal microphone and the helicopter's headset audio system. The camera was mounted to the frame of the helicopter and was oriented to show a forward-facing field of view that included a view of the instrument panel, cyclic, collective, and rudder pedals.

¹ Reported pixel dimension and frame rate are based on metadata embedded in the file. Files that have been modified from their original version may have incorrect metadata.

3.0 Timing and Correlation

The video was recorded in elapsed time. The video contained a GPS timestamp, in UTC, overlaid on the image. The video elapsed time was offset to match the UTC time provided on the timestamp. An additional 6-hour offset was applied to convert UTC to local MDT. Therefore, for the rest of this report, times are listed in local MDT.

4.0 Summary of Recording Contents

Section D provides a general summary of the video file received. Due to the resolution of the video file, specific values and enunciations from the instruments in the cockpit could not be determined. Additionally, the instructor's hand on the cyclic controls obscured the altimeter and airspeed indicators for much of the video.

D. SUMMARY OF EVENTS

Table 1. Select observations from the accident video.

Time MDT (hh:mm:ss)	Observation
10:37:26	The video began with the helicopter in flight and the instructor (left seat) pilot flying. The instructor was guiding the student through the setup for a practice autorotation.
10:37:38	The instructor began to instruct the student through the autorotation maneuver. "So down right aft and we're getting ready to catch the charge."
10:37:47	A warning horn sounded. The instructor responded, "we're gonna lower that real quick. We're keeping our airspeed up, we gotta raise the collective, keep it in the green. There we go, we're gonna lower it."
10:37:57	The warning horn sounded again. The instructor responded to address the horn again.
10:37:59	A light illuminated on the annunciator panel.
10:38:01	The instructor indicated that they would recover and that the alternator light was coming on.
10:38:05	The warning horn sounded again.

Time MDT (hh:mm:ss)	Observation
10:38:08	The instructor looked intently at the instruments and controls.
10:38:16	The instructor asked the student to confirm the governor was on, which the student confirmed.
10:38:19	The instructor decided they would be conducting an actual autorotation.
10:38:22	The instructor confirmed a transfer of controls. The helicopter began a descending left turn towards a field as the warning horn sounded again.
10:38:27	A "Caution Terrain Terrain" alert sounded followed immediately by a "Warning Terrain Terrain alert." The warning sounded periodically throughout the remainder of the video.
10:38:32	The instructor noted that they had lost engine power. The instructor continued narrating his actions as he completed the autorotation maneuver.
10:38:56	The horn sounded again and remained sounding throughout the remainder of the video.
10:38:58	The video ended as the helicopter touched down in a level attitude and controlled descent.

Submitted by:

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