



National Transportation Safety Board Aviation Accident Data Summary

Location:	FAIRBANKS, AK	Accident Number:	ANC99LA040
Date & Time:	04/01/1999, 1030 AST	Registration:	N8367F
Aircraft:	Robinson R-22	Injuries:	2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The helicopter pilot turned downwind at 30 feet above the ground. The winds were between 15 knots and 30 knots. The main rotor rpm decayed, and the pilot was unable to regain rpm by lowering the collective, disengaging the engine speed governor, and increasing the throttle. During the ensuing forced landing, the helicopter bounced and rolled onto its side. The pilot stated that he did not have tail rotor authority at the low rotor rpm when the helicopter bounced. The engine was operated on a test stand, and exceeded the minimum power requirements for a serviceable engine. No anomalies were noted with the engine, governor, or governor controller.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain rotor rpm during a downwind turn. A factor in the accident was the inadequate altitude to recover from the loss of rotor rpm.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. WEATHER CONDITION - TAILWIND
2. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Occurrence #3: ROLL OVER
Phase of Operation: EMERGENCY LANDING

Findings

4. TAIL ROTOR EFFECTIVENESS - NOT AVAILABLE

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	31
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	2900 hours (Total, all aircraft), 1550 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 175 hours (Last 90 days, all aircraft), 56 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N8367F
Model/Series:	R-22 R-22	Engines:	1 Reciprocating
Operator:	CHENA RIVER AVIATION	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	HO-360-J2A
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 6000 ft agl	Wind Speed/Gusts, Direction:	15 knots / 30 knots, 180°
Temperature:	-7° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	, AK (AK28)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS	Adopted Date:	04/20/2000
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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