



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	ANN ARBOR, MI	<b>Accident Number:</b>	CHI95FA050
<b>Date &amp; Time:</b>	12/01/1994, 1007 CST	<b>Registration:</b>	N1QF
<b>Aircraft:</b>	Agusta A109A II	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning - Air Medical (Unspecified)		

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## Analysis

THE FLIGHT HAD BEEN AIRBORNE FOR TWO MINUTES WHEN THE PILOT REQUESTED LANDING PERMISSION STATING, IN PART, 'I'D LIKE TO PROCEED INBOUND...SINGLE ENGINE LANDING, PLEASE.' HE CANCELLED THIS REQUEST IMMEDIATELY AND REPORTED '...I'M GOING DOWN AT THIS TIME.' HE THEN CONTACTED THE DISPATCH WHERE HE HAD DEPARTED AND REPORTED THE POSITION OF HIS INTENDED LANDING. AFTER THIS RADIO CALL, 23 TO 25 SECONDS PASSED BEFORE HIS LAST COMMUNICATION INDICATING AN IMMINENT CRASH. WITNESSES REPORTED THAT THE HELICOPTER WAS NEARLY SILENT JUST PRIOR TO GROUND IMPACT AND THAT THERE WAS NO ENGINE NOISE AT ALL AFTER IMPACT. SUBSEQUENT INVESTIGATION REVEALED THAT NEITHER ENGINE WAS OPERATING AT THE TIME OF THE ACCIDENT; HOWEVER, NO MECHANICAL REASON FOR THE LOSS OF ENGINE POWER OR NECESSITY FOR AN ENGINE SHUTDOWN BY THE PILOT WAS DETERMINED. DAMAGE TO THE ROTOR SYSTEM INDICATED THAT RPM WAS EXTREMELY LOW AT THE TIME OF IMPACT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to obtain/maintain a successful autorotation. Factors were: a loss of engine power of one engine for undetermined reasons, and the pilot's shutdown of the wrong engine.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. 1 ENGINE
2. (F) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: CRUISE - NORMAL

### Findings

3. 1 ENGINE
4. (F) WRONG ENGINE SHUTDOWN - PILOT IN COMMAND

Occurrence #3: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #4: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. (C) AUTOROTATION - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

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Occurrence #5: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 300 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Agusta	<b>Registration:</b>	N1QF
<b>Model/Series:</b>	A109A II A109A II	<b>Engines:</b>	2 Turbo Shaft
<b>Operator:</b>	METRO AVIATION, INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning - Air Medical (Unspecified)		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	Broken / 12000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / 16 knots, 180°
<b>Temperature:</b>	-1° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, MI (NONE)	<b>Destination:</b>	HOWELL, MI (NONE)

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Adopted Date:	03/26/1996
Investigation Docket:	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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