



National Transportation Safety Board Aviation Accident Final Report

Location:	SALINA, KS	Accident Number:	CHI96LA046
Date & Time:	12/02/1995, 1505 CST	Registration:	N50235
Aircraft:	ROBERT ECKLEY ROTORWAY	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that the purpose of the flight was to check the cyclic rigging on the helicopter. This was to be the helicopter's first flight in three years since it was recently taken out of storage. After start up, the helicopter rolled over. The pilot stated that the cause of the accident was the over adjusting of the cycle control during the rigging procedure. The pilot has performed all inspections and rigging on the helicopter. Review of the pilot's logbook revealed that the pilot did not hold a valid medical, airman certificate, nor the student pilot endorsements required to operate the helicopter. The pilot also did not possess a Repairman Certificate.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper maintenance of the helicopter. Factors in the accident were the pilot's lack of proper certification for the operation of the helicopter and his lack of recent experience in type of aircraft.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: STANDING - IDLING ROTORS

Findings

1. (C) MAINTENANCE, SERVICE OF AIRCRAFT/EQUIPMENT - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF CERTIFICATION - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Factual Information

On December 2, 1995, at 1505 central standard time, an Eckley Rotorway helicopter, N50235, piloted by the owner/builder, sustained substantial damage when it rolled over after start up at Salina Municipal Airport, Salina, Kansas. The non-certificated pilot reported no injuries. Visual meteorological conditions prevailed for the 14 CFR Part 91 local flight, no flight plan was filed.

During a telephone interview, the pilot reported that the helicopter had been in storage for the past three years. This was to be the helicopter's first flight since taken out of storage. The pilot stated the purpose of the flight was to check the cyclic rigging. He stated that he has performed all inspections and rigging on the helicopter.

The pilot stated that the cause of the accident was the over adjusting of the cycle control during the rigging procedure which caused the rollover.

Review of the pilot's logbook revealed the pilot did not hold a valid medical, airman certificate, nor the student pilot endorsements required to operate the helicopter. The pilot had no recent flying experience during the past three years. The pilot also did not possess a Repairman Certificate.

Pilot Information

Certificate:	None	Age:	62, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBERT ECKLEY	Registration:	N50235
Model/Series:	ROTORWAY ROTORWAY	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	3099
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	08/19/1989, 100 Hour	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	158 Hours	Engine Manufacturer:	ROTORWAY
ELT:	Not installed	Engine Model/Series:	RW145
Registered Owner:	ROBERT L. ECKLEY	Rated Power:	145 hp
Operator:	ROBERT L. ECKLEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLN, 1272 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1446 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	17° C / 7° C
Precipitation and Obscuration:			
Departure Point:	(SLN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 CST	Type of Airspace:	Class E

Airport Information

Airport:	SALINA MUNICIPAL AIRPORT (SLN)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
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:	

Administrative Information

Investigator In Charge (IIC):	CHRISTINE M CORSONES	Report Date:	04/18/1996
Additional Participating Persons:	BRUCE ALRED; WICHITA, KS		
Publish Date:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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