



National Transportation Safety Board Aviation Accident Data Summary

Location:	OAKWOOD, OH	Accident Number:	IAD96LA088
Date & Time:	06/01/1996, 2100 EDT	Registration:	N2261U
Aircraft:	Brantly Helicopter B2B	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that while he maneuvered during the approach to land, the helicopter experienced a total loss of engine power. When the power loss occurred, he '...nosed down and put the collective down...' to enter autorotation. He '...picked a spot [for landing] ... looked at the rotor RPM (RRPM), it was 320... [and] at 60 to 80 feet I pulled collective...' to begin deceleration. The helicopter struck the ground with a forward speed of 30 MPH with the tail skid striking the ground prior to the main gear. According to the pilot, the normal operating range for RRPM is 400-472 and that 400 RRPM was minimum for autorotation. The pilot did not possess a helicopter rating, but had received 5 to 6 hours of instruction in helicopters. He reported that he had flown 28 hours within the preceding six months, including 3 hours in the accident aircraft. Postaccident examination revealed that the fuel tank vent tube assembly was clogged with '...insect and nest remains...'. The most recent documented 100-hour maintenance inspection of the helicopter occurred on 5/18/70.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power due to inadequate maintenance and inspection by the owner/operator which failed to detect the clogged fuel vent line, and the pilot's improper autorotation. A related factor was the pilot's inadequate training/familiarization with helicopter emergency procedures.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FUEL SYSTEM, VENT - BLOCKED(TOTAL)
2. (C) MAINTENANCE, INSPECTION - INADEQUATE - OTHER MAINTENANCE PERSONNEL

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

Occurrence #3: HARD LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. (C) AUTOROTATION - IMPROPER - PILOT IN COMMAND
4. (F) INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	38
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Brantly Helicopter	Registration:	N2261U
Model/Series:	B2B B2B	Engines:	1 Reciprocating
Operator:	RICK DOBBELAERE	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	VIO-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	FDY, 812 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 120°
Temperature:	18° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BRIAN C RAYNER	Adopted Date:	10/22/1996
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.nts.gov/pubdms/ .		

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