



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LODI, CA	<b>Accident Number:</b>	LAX92LA076
<b>Date &amp; Time:</b>	01/01/1992, 1420 PST	<b>Registration:</b>	N889KT
<b>Aircraft:</b>	ROBINSON R-22B	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

WEATHER CONDITIONS ALONG THE AIRCRAFT'S FLIGHT ROUTE WERE CONDUCTIVE TO CARBURETOR ICING. THE PILOT ENTERED AN AUROTATIVE DESCENT WITHOUT APPLYING FULL CARBURETOR HEAT AS RECOMMENDED BY THE AIRCRAFT MANUFACTURER. THE ENGINE FAILED DURING THE DESCENT AND THE HELICOPTER LANDED HARD AND ROLLED OVER ON ITS SIDE. THE PILOT HAD RECEIVED MOST OF HIS FLIGHT EXPERIENCE IN TURBINE POWERED HELICOPTERS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE CARBURETOR HEAT CONTROL AND DELAY IN FLARING THE HELICOPTER FOR AN AUTOROTATIVE TOUCHDOWN. CARBURETOR ICING CONDITIONS AND THE SOFT TERRAIN WERE CONTRIBUTING FACTORS IN THE ACCIDENT.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: DESCENT

- Findings
1. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
  2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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

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

- Findings
3. (C) FLARE - DELAYED - PILOT IN COMMAND

Occurrence #4: ROLL OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
4. (F) TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Commercial; Military	<b>Age:</b>	27
<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>	740 hours (Total, all aircraft), 54 hours (Total, this make and model), 364 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON	<b>Registration:</b>	N889KT
<b>Model/Series:</b>	R-22B R-22B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MR. & MRS. WILLIAM C. MOORE	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-B2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SCK, 30 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 80°
<b>Temperature:</b>	10° C	<b>Visibility:</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	STOCKTON, CA (SCK)	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	James A Wall	<b>Adopted Date:</b>	08/26/1993
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@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> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.