



National Transportation Safety Board Aviation Accident Data Summary

Location:	KANSAS CITY, MO	Accident Number:	CHI93GA046
Date & Time:	12/01/1992, 2051 CST	Registration:	N640KC
Aircraft:	SCHWEIZER 269C	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Analysis

WHILE ON A ROUTINE NIGHT PATROL THE POLICE HELICOPTER EXPERIENCED THE LOSS OF THE LARGE CLEVIS PIN IN THE CLUTCH CONTROL SPRING ASSEMBLY. THE LOSS OF THE SPRING ASSEMBLY DISCONNECTED THE POWERPLANT FROM THE ROTOR SYSTEM. THE PILOT INITIATED AN AUTOROTATION. THE TERRAIN UNDERLYING THE LANDING ATTEMPT WAS A RAVINE WITH HIGH TREES. THE PILOT WAS NOT ABLE TO JUDGE THE DISTANCE BETWEEN THE HELICOPTER AND THE GROUND TO SUCCESSFULLY EFFECT AN AUTOROTATIONAL LANDING.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT-IN-COMMAND'S MISJUDGING THE DISTANCE DURING THE AUTOROTATION.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. (F) ROTOR DRIVE SYSTEM, CLUTCH ASSEMBLY - DISENGAGED

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

Findings

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. (F) LIGHT CONDITION - DARK NIGHT
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - RAVINE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial; Private	Age:	48
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	2400 hours (Total, all aircraft), 2100 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCHWEIZER	Registration:	N640KC
Model/Series:	269C 269C	Engines:	1 Reciprocating
Operator:	BOARD OF POLICE COMMISSIONERS	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-D1A
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MCI, 1026 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / 20 knots, 240°
Temperature:	6° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	(3MO1)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON

Adopted Date: 06/21/1993

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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