



# National Transportation Safety Board Aviation Accident Data Summary

|                                |                             |                         |                    |
|--------------------------------|-----------------------------|-------------------------|--------------------|
| <b>Location:</b>               | EAST NORTH PORT, NY         | <b>Accident Number:</b> | IAD00LA054         |
| <b>Date &amp; Time:</b>        | 07/01/2000, 1602 EDT        | <b>Registration:</b>    | N94RP              |
| <b>Aircraft:</b>               | Robinson R-22B              | <b>Injuries:</b>        | 1 Serious, 1 Minor |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - |                         |                    |

## Analysis

During an aerial photography flight, the helicopter made three circles around some property, and then proceeded to the south. At this point, the passenger looked out the windshield and noticed that they were just above the treetops, about 100-250 above ground level, with a very slow forward airspeed. The helicopter then began to shake and began a high descent rate to the ground. During the descent, the passenger saw the pilot making a lot of control movements, and noted that the low rotor RPM warning horn and light stayed on from the time the helicopter started shaking all the way to the ground. Examination of the helicopter revealed that the collective was found in the full up position, the rotor blades were bent up, and tree limbs were strewn around the accident site. The pilot operating handbook stated that when the low rotor RPM warning horn and caution light are activated, rotor RPM is below safe limits, and the pilot should immediately roll on throttle, lower collective, and in forward flight apply aft cyclic. Examination of the helicopter revealed there were no mechanical malfunctions.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate rotor RPM and failure to follow published recovery procedures after the low rotor RPM warning horn and caution light activated.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
  2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. OBJECT - TREE(S)

## Pilot Information

|                                  |   |                              |      |
|----------------------------------|---|------------------------------|------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                  | 27   |
| <b>Airplane Rating(s):</b>       | None  | <b>Instrument Rating(s):</b> | None |
| <b>Other Aircraft Rating(s):</b> | Helicopter  | <b>Instructor Rating(s):</b> | None |
| <b>Flight Time:</b>              | 174 hours (Total, all aircraft), 158 hours (Total, this make and model), 114 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                              |      |

## Aircraft and Owner/Operator Information

|                                       |                             |                             |                 |
|---------------------------------------|-----------------------------|-----------------------------|-----------------|
| <b>Aircraft Make:</b>                 | Robinson                    | <b>Registration:</b>        | N94RP           |
| <b>Model/Series:</b>                  | R-22B R-22B                 | <b>Engines:</b>             | 1 Reciprocating |
| <b>Operator:</b>                      | EASTERN HELICOPTERS, INC    | <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 - |                             |                 |

## Meteorological Information and Flight Plan

|   |                       |                                     |                              |
|---|-----------------------|-------------------------------------|------------------------------|
| <b>Conditions at Accident Site:</b>     | Visual Conditions     | <b>Condition of Light:</b>          | Day                          |
| <b>Observation Facility, Elevation:</b> | FRG, 82 ft msl        | <b>Weather Information Source:</b>  | Weather Observation Facility |
| <b>Lowest Ceiling:</b>                  | None / 0 ft agl       | <b>Wind Speed/Gusts, Direction:</b> | 10 knots / , 200°            |
| <b>Temperature:</b>                     | 24° C                 | <b>Visibility</b>                   | 10 Miles                     |
| <b>Precipitation and Obscuration:</b>   |                       |                                     |                              |
| <b>Departure Point:</b>                 | FARMINGDALE, NY (FRG) | <b>Destination:</b>                 | ISLIP, NY (ISP)              |

## Wreckage and Impact Information

|                             |           |                            |             |
|-----------------------------|-----------|----------------------------|-------------|
| <b>Crew Injuries:</b>       | 1 Serious | <b>Aircraft Damage:</b>    | Substantial |
| <b>Passenger Injuries:</b>  | 1 Minor   | <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> | LEAH D YEAGER  | <b>Adopted Date:</b> | 12/18/2001 |
| <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> . |                      |            |

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