



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SAN ANGELO, TX	<b>Accident Number:</b>	FTW90LA061
<b>Date &amp; Time:</b>	02/01/1990, 1330 CST	<b>Registration:</b>	N25318
<b>Aircraft:</b>	ROBINSON R22	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

THE PILOT WAS ATTEMPTING A LIFTOFF FROM A TRAILER TO FLIGHT TAXI THE HELICOPTER TO THE FLIGHT LINE. HE SAID THAT AS HE TRIED TO COME TO A HOVER, THE HELICOPTER WENT INTO A DYNAMIC ROLLOVER AND WAS THROWN TO THE GROUND. ONE OF THE SKIDS WAS STILL ATTACHED TO THE TRAILER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: INADEQUATE PREFLIGHT BY THE PILOT BY NOT IDENTIFYING AND REMOVING THE TIE-DOWN.

## Findings

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Occurrence #1: ROLL OVER  
Phase of Operation: TAKEOFF

### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) TIE DOWN - NOT IDENTIFIED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/19/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8500 hours (Total, all aircraft), 4250 hours (Total, this make and model), 8250 hours (Pilot In Command, all aircraft), 65 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

<b>Aircraft Make:</b>	ROBINSON	<b>Registration:</b>	N25318
<b>Model/Series:</b>	R22 R22	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0602
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/27/1989, Annual	<b>Certified Max Gross Wt.:</b>	1340 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1828 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	O-320-B2C
<b>Registered Owner:</b>	MCENTIRE RANCHES	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	MCENTIRE, EWING F.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	MC ENTIRE RANCHERS	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJT, 1918 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1250 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 9000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Overcast / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C / 10 °C
Precipitation and Obscuration:			
Departure Point:	(SJT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 CST	Type of Airspace:	Class E

## Airport Information

Airport:	MATHIS (SJT)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
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):	EUGENE ROTH	Report Date:	09/30/1992
Additional Participating Persons:	LOU FOURIER; SAN ANTONIO, TX		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).