



National Transportation Safety Board Aviation Accident Final Report

Location:	LANCASTER, CA	Accident Number:	LAX90LA312
Date & Time:	09/01/1990, 1940 PDT	Registration:	N4019S
Aircraft:	ROBINSON R-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE 180 HOUR CERTIFICATED PRIVATE PILOT ATTEMPTED TO TAKEOFF OVER GROSS WEIGHT AND AT A HIGH DENSITY ALTITUDE. WITNESSES REPORTED SEEING THE HELICOPTER FLYING VERY ERRATIC, PITCHING FORWARD AND AFT AND SIDE TO SIDE BEFORE IT LANDED HARD AND ROLLED OVER. THE PILOT STATED TO INVESTIGATORS THAT HE WAS TAKING OFF APPROXIMATELY 100 YARDS WEST OF THE CRASH SITE WHEN THE RPM LIGHT CAME ON AND THE HELICOPTER BEGAN TO STALL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO ATTEMPT A TAKEOFF WHEN THE AIRCRAFT CAPABILITY WAS EXCEEDED BY WEIGHT AND DENSITY ALTITUDE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF

Findings

1. (C) AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
2. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. (C) PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
5. (F) INADEQUATE TRAINING - COMPANY/OPERATOR MANAGEMENT
6. (F) LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2: ROLL OVER

Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/19/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	180 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON	Registration:	N4019S
Model/Series:	R-22 R-22	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	1398
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1300 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-320-B2C
Registered Owner:	BRILES WING AND HELICOPTER	Rated Power:	150 hp
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	BWHA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WJF, 2347 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1946 PDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1940 PDT	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE E PETERSON	Report Date:	02/12/1993
Additional Participating Persons:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).