



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	LANCASTER, CA	<b>Accident Number:</b>	LAX90LA312
<b>Date &amp; Time:</b>	09/01/1990, 1940 PDT	<b>Registration:</b>	N4019S
<b>Aircraft:</b>	ROBINSON R-22	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	180 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON	<b>Registration:</b>	N4019S
<b>Model/Series:</b>	R-22 R-22	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>		<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>	WJF, 2347 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 / , 250°
<b>Temperature:</b>	-18°C	<b>Visibility</b>	0 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<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>	GEORGE E PETERSON	<b>Adopted Date:</b>	02/12/1993
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.