



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC86LA042
<b>Date &amp; Time:</b>	04/03/1986, 1400 AST	<b>Registration:</b>	N8455P
<b>Aircraft:</b>	ROBINSON R-22A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THE STUDENT HELICOPTER PILOT STATED THAT THE HELICOPTER NOSED OVER AND ROLLED TO THE RIGHT DURING THE HOVER. THE PILOT ENCOUNTERED A ROLL TO THE RIGHT DUE TO LOW ROTOR RPM.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

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

### Findings

1. (C) PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
2. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. (F) INATTENTIVE - PILOT IN COMMAND
5. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
6. (C) ROTOR RPM - IMPROPER - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/26/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1030 hours (Total, all aircraft), 30 hours (Total, this make and model), 953 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 10 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>	N8455P
<b>Model/Series:</b>	R-22A R-22A	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	0376
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/01/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	1370 lbs
<b>Time Since Last Inspection:</b>	22 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1731 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-B2C
<b>Registered Owner:</b>	HIGH TECH HELICOPTER, INC	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	HIGH TECH HELICOPTER, INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1° C / -7° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 AST	Type of Airspace:	Class G

## 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):	JAMES MICHELANGELO	Report Date:	
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).