



National Transportation Safety Board Aviation Accident Data Summary

Location:	COSHOCTON, OH	Accident Number:	ATL86LA236
Date & Time:	09/01/1986, 1150 EDT	Registration:	N549H
Aircraft:	ENSTROM F-28C	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT INITIATED A MAXIMUM POWER TAKEOFF FROM A CONFINED PARKING LOT WITH 2 PASSENGERS ON BOARD. THE AREA WAS BORDERED BY OBSTRUCTIONS & PEOPLE. THE PLT RPTD THAT DURING LIFT-OFF, SHE INCREASED POWER TO 2900 RPM, LIFTED OFF TO A 4' HOVER WITH 33' OF MANIFOLD PRESSURE, THEN BEGAN A MAX PERFORMANCE TAKEOFF, 'PULLING POWER AND TURNING THROTTLE' FOR EXTRA RPM WITH SLOW FORWARD SPEED, REACHING 36' OF MANIFOLD PRESSURE. AT APRX 15' AGL, THE PLT NOTED A DECREASE IN RPM. SHE INCREASED THROTTLE APPLICATION, THEN DECREASED THE COLLECTIVE, BUT WAS UNABLE TO RECOVER THE LOSS OF RPM. SHE MADE A LEFT PEDAL TURN TO AVOID OBSTRUCTIONS & PEOPLE. SUBSEQUENTLY, THE HELICOPTER TOUCHED DOWN HARD & WAS DAMAGED. AN EXAM OF THE ENG DID NOT REVEAL ANY DEFECTS. THE FLT MANUAL WARNED THAT LOSS OF ROTOR & ENG RPM WOULD FOLLOW WHEN THE ENG WAS OVERBOOSTED. AT 36.5' OF MANIFOLD PRESSURE, THE POP-OFF VALVE WOULD HAVE ACTIVATED WHICH WOULD HAVE RESULTED IN A SLIGHT POWER LOSS.

Probable Cause

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. (C) COLLECTIVE - EXCESSIVE - PILOT IN COMMAND
4. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - OTHER
6. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Pilot Information

Certificate:	Commercial	Age:	33
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	412 hours (Total, all aircraft), 388 hours (Total, this make and model), 291 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N549H
Model/Series:	F-28C F-28C	Engines:	1 Reciprocating
Operator:	TRANS ROTOR, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-E1AD
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ZZV, 790 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 1700 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 150°
Temperature:	21 °C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CHARLES T FOUTS	Adopted 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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