



National Transportation Safety Board Aviation Accident Final Report

Location:	PASCO, WA	Accident Number:	SEA83LA069
Date & Time:	04/01/1983, 0930 PST	Registration:	N73865
Aircraft:	Continental Copters MKIII	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

WHILE REPOSITIONING THE HELICOPTER FROM THE GROUND ONTO A TRAILER THE ACFT ROLLED OVER WHEN THE RIGHT SKID CAUGHT ONTO THE TRAILER.

Probable Cause and Findings

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

Findings

Occurrence #1: ROLL OVER
Phase of Operation: TAXI - AERIAL

Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/25/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10472 hours (Total, all aircraft), 4 hours (Total, this make and model), 10472 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Continental Copters	Registration:	N73865
Model/Series:	MKIII MKIII	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	007
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	02/21/1983, Annual	Certified Max Gross Wt.:	2790 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	444 Hours	Engine Manufacturer:	FRANKLIN
ELT:	Not installed	Engine Model/Series:	6V350-A
Registered Owner:	MAYNARD LUND	Rated Power:	235 hp
Operator:	AERO AIR	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PSC, 406 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0945 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	50 Miles
Lowest Ceiling:	Overcast / 18000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11 °C / 4 °C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class E

Airport Information

Airport:	PASCO (PSC)	Runway Surface Type:	Concrete
Airport Elevation:	406 ft	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):	CANDACE C CARRERA	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).