



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CHAMBLEE, GA	<b>Accident Number:</b>	ATL82DA027
<b>Date &amp; Time:</b>	01/02/1982, 1837 EST	<b>Registration:</b>	N5745Y
<b>Aircraft:</b>	BELL 206L-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

WHILE RETURNING TO REFUEL FROM AN AIR AMBULANCE FLIGHT THE HELICOPTER YAWED LEFT AND N<sub>2</sub> DROPPED TO ABOUT 92% APPROXIMATELY ONE MILE FROM THE AIRPORT. AT 30-50 FEET WITH AIRSPEED AT ABOUT 20 KNOTS THE AIRCRAFT YAWED VIOLENTLY TO THE LEFT WITH CORRESPONDING DROPS IN N<sub>2</sub> TO 55-60% THEN SURGED BACK TO 102-105%. THE PILOT ENTERED AUTOROTATION AND TOUCHED DOWN HARD 300 YARDS SHORT OF HIS INTENDED LANDING POINT. DETROIT DIESEL ALLISON COMMERCIAL ENGINE BULLETIN(CEB) A-73-2020 DATED 9/7/81 & REVISED 10/5/81 ADVOCATES DISARMING THE N<sub>2</sub>(ELECTRONIC) OVERSPEED CONTROL SYSTEM BECAUSE OF REPORTED INTERMITTENT AND SPURIOUS ACTIVATION OF THAT SYSTEM. THE SYSTEM WAS ONLY PARTIALLY DEACTIVATED IN COMPLIANCE WITH BELL ALERT SERVICE BULLETIN(ASB) 206L-81-24 DATED 9/11/81 DUE TO THE OPERATOR'S MAINTENANCE PERSONNEL REPORTING THAT THEY HAD NOT RECEIVED THE REFERENCED CEB AS OF THE DATE OF THE ACCIDENT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) FUEL SYSTEM,FUEL CONTROL - ERRATIC
  2. (C) MAINTENANCE,SERVICE BULLETIN/LETTER - NOT RECEIVED - COMPANY MAINTENANCE PERSONNEL
  3. (F) ACFT/EQUIP,INADEQUATE AIRCRAFT COMPONENT - MANUFACTURER
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Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

4. AUTOROTATION - INITIATED - PILOT IN COMMAND
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Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

5. (F) LIGHT CONDITION - DARK NIGHT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Helicopter	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/25/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5060 hours (Total, all aircraft), 326 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N5745Y
<b>Model/Series:</b>	206L-1 206L-1	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	45531
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	4000 lbs
<b>Time Since Last Inspection:</b>	76 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	641 Hours	<b>Engine Manufacturer:</b>	ALLISON
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	250-C28B
<b>Registered Owner:</b>	ROCKY MOUNTAIN HELICOPTERS, IN	<b>Rated Power:</b>	435 hp
<b>Operator:</b>	ROCKY MOUNTAIN HELICOPTERS, IN	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PDK, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1838	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	49° C / 0° C
Precipitation and Obscuration:			
Departure Point:	DECATUR, GA	Type of Flight Plan Filed:	None
Destination:	LYDIA, SC	Type of Clearance:	None
Departure Time:	1830	Type of Airspace:	

## Airport Information

Airport:	(PDK)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	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):	Report Date:	01/02/1983
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:pubinq@ntsb.gov">pubinq@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](#).