



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

WHILE RETURNING TO REFUEL FROM AN AIR AMBULANCE FLIGHT THE HELICOPTER YAWED LEFT AND N2 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 N2 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 N2(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

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

Findings

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
-

Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. AUTOROTATION - INITIATED - PILOT IN COMMAND
-

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) LIGHT CONDITION - DARK NIGHT

Pilot Information

Certificate:	Commercial	Age:	37
Airplane Rating(s):		Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	BELL	Registration:	N5745Y
Model/Series:	206L-1 206L-1	Engines:	1 Turbo Shaft
Operator:	ROCKY MOUNTAIN HELICOPTERS, IN	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	250-C28B
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	PDK, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 90°
Temperature:	49° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	DECATUR, GA	Destination:	LYDIA, SC

Airport Information

Airport:	(PDK)	Runway Surface Type:	Asphalt
Runway Used:	34	Runway Surface Condition:	Dry
Runway Length/Width:	5001 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):

Adopted Date: 01/02/1983

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.