



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	New Smyrna Beac, FL	<b>Accident Number:</b>	MIA05LA001
<b>Date &amp; Time:</b>	10/01/2004, 1440 EDT	<b>Registration:</b>	N7059F
<b>Aircraft:</b>	Rotorway 162F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On October 1, 2004, about 1440 eastern daylight time, a Rotorway 162F helicopter, N7059F, registered to and operated by a private individual, as a Title 14 CFR part 91 personal flight, lost engine power while in cruise flight in New Smyrna Beach, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The private-rated helicopter pilot and passenger were not injured, and the helicopter incurred substantial damage. The flight originated at Spruce Creek Airport, Daytona Beach, Florida, the same day, about 1415.

The pilot stated that he flew the helicopter southbound along the shoreline, and the first 20 minutes of the flight had been uneventful. Just after performing a right turn to return to his departure airport, he said he noticed that the rotor rpm was at the "low green" portion of the operating range, so he lowered collective and increased throttle input, but the rpm continued to drop to the "mid- yellow" range. He said he initiated an autorotation from about 400 feet AGL, and touched down in a level attitude, with zero forward speed and minimum vertical velocity, into the water. He added that shortly after impacting the water the helicopter rolled 90 degrees to the left, and came to rest in about 3 feet of water.

After recovery from the water, the helicopter was examined, and no anomalies were noted. In addition, the engine was removed and shipped to the manufacturer, Rotorway International, Chandler, Arizona, and a detailed examination was performed under the supervision of an FAA inspector. The examination revealed that the engine had accumulated rust consistent with it having been in salt water, however no anomalies were noted. The Fully Automated Digital Electronic Control (FADEC) was examined by the manufacturer, Electronic Concepts & Engineering, Inc., Holland, Ohio, and the damage sustained as a result of the emersion in salt water did not permit recovery of data.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial; Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	05/01/2004
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/01/2004
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 52 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rotorway	<b>Registration:</b>	N7059F
<b>Model/Series:</b>	162F	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental	<b>Serial Number:</b>	6725
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	06/01/2004, Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	7.9 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	86.2 Hours at time of accident	<b>Engine Manufacturer:</b>	Rotorway
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	RI-162F
<b>Registered Owner:</b>	Bernd Gogolla	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	Bernd Gogolla	<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:	DAB, 34 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1353 EDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Few / 3900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	31 °C / 24 °C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Daytona beach, FL (7FL6)	Type of Flight Plan Filed:	None
Destination:	(7FL6)	Type of Clearance:	None
Departure Time:	1415 EDT	Type of Airspace:	

## Airport Information

Airport:	Massey Ranch Airpark (X50)	Runway Surface Type:	
Airport Elevation:	12 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.978889, -80.925000

## Administrative Information

Investigator In Charge (IIC):	John W Lovell
Additional Participating Persons:	Rich D'Arcy; FAA FSDO; Orlando, FL
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> .