



Aviation Investigation Final Report

Location:	STEAMBOAT SPRNG, Colorado	Accident Number:	DEN85LA079
Date & Time:	February 18, 1985, 16:30 Local	Registration:	N4035G
Aircraft:	HILLER FH-1100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

PURPOSE OF THE FLT WAS TO TEST THE HELICOPTER AFTER AN ANNUAL INSPECTION. THE PLT FLEW THE ACFT FOR APRX 1 HOUR FROM THE LEFT SEAT WITH THE ACFT OWNER IN THE RIGHT SEAT BEFORE THE OWNER DEPLANED THE ACFT AND THE PLT MOVED INTO THE RIGHT SEAT. PLT STATED THAT ON TAKEOFF THE HELICOPTER BEGAN MOVING TO THE RIGHT BECAUSE OF THE RIGHT CG. (PLT WEIGHT WAS 251 LBS.) HE WAS UNABLE TO MOVE THE CYCLIC FAR ENOUGH TO THE LEFT TO COUNTERACT THE MOVEMENT BECAUSE HIS LEG WAS RESTRICTING THE TRAVEL. THE RIGHT SKID CONTACTED THE GROUND AND THE HELICOPTER ROLLED OVER TO THE RIGHT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. (C) CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 12, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	639 hours (Total, all aircraft), 15 hours (Total, this make and model), 587 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N4035G
Model/Series:	FH-1100 FH-1100	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	502
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	February 18, 1985 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	207 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed	Engine Model/Series:	C-20B
Registered Owner:	GLEN C. JECKEL	Rated Power:	274 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	STEAMBOAT SPRIN, CO (PH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:28 Local	Type of Airspace:	Class G

Airport Information

Airport:	PRIVATE HELIPORT	Runway Surface Type:	Gravel;Snow
Airport Elevation:		Runway Surface Condition:	Snow;Wet
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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.449058,-106.819068(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	C JONES; BROOMFIELD , CO
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16636

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).