



Aviation Investigation Final Report

Location:	BUCKEYE, Arizona	Accident Number:	LAX85LA345
Date & Time:	August 12, 1985, 14:30 Local	Registration:	N537
Aircraft:	AEROSPATIALE SF3130	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A HOVER IN A CONFINED AREA THE PLT MISINTERPETED HIS PASSG SIGNAL TO MOVE TO A DIFERENT LOCATION AS A SIGNAL THAT THE TAIL ROTOR WAS IN DANGER. THE PLT USED ABRUPT CONTROL MOVEMENTS THAT RESULTED IN THE TOE OF A SKID HOOKING INTO A WIRE FENCE. THE HELICOPTER ROLLED OVER AFTER THE PLT ATTEMPTED TO ABORT THE LNDG, ACCORDING TO THE PLTS REPORT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: HOVER

Findings

1. OBJECT - FENCE
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: HOVER

Findings

4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 5, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7300 hours (Total, all aircraft), 300 hours (Total, this make and model), 7150 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N537
Model/Series:	SF3130 SF3130	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	1150
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	June 27, 1985 Annual	Certified Max Gross Wt.:	4630 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	826 Hrs	Engine Manufacturer:	TURBOMECA
ELT:	Installed, not activated	Engine Model/Series:	ARTOUSTE IIIB
Registered Owner:		Rated Power:	562 Horsepower
Operator:	HELICOPTER ASSOC. INC	Operating Certificate(s) Held:	
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:	LUF ,1090 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	1 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LITCHFIELD , AZ (GYR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.380649,-112.549621(est)

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	BARRY PHILLIPS; SCOTTSDALE , AZ
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=24796

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).