



Aviation Investigation Final Report

Location:	EAST CLOVIS, California	Accident Number:	LAX85LVA04
Date & Time:	August 27, 1985, 08:30 Local	Registration:	N204RH
Aircraft:	BELL 204-B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91F: Special flt ops.		

Analysis

THE ACFT WAS BEING FLOWN FOR A MAINTENANCE CK. WHILE CLIMBING AT ABOUT 50 FT AGL A BANG WAS HEARD AND ENG RPM DECREASED. PLT INITIATED AUTOROTATION AND ATTEMPTED A FLARE AT ABOUT 20 FT AGL. THE TAIL ROTOR HIT AND THE ACFT BECAME AIRBORNE AFTER HITTING ON THE SKIDS WITH THE ENG RPM INCREASING AGAIN. THE ACFT BEGAN TO SPIN TO THE RT ANC CAME TO REST UPRIGHT. AN ENG TEARDOWN SHOWED THE COMPRESSOR AND STATORS HAD ERROSION DAMAGE. THE ACFT HAD JUST HAD MAINTENANCE PERFORMED AND WAS UNDERGOING A FLT TEST POWER CHECK WHEN THE ACC OCCURRED. THE PLT SAID THE ENG 'QUIT' AND HE THOUGH IT MIGHT HAVE BEEN A COMPRESSOR STALL.

Probable Cause and Findings

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: LANDING - ROLL

Findings

1. (C) COMPRESSOR ASSEMBLY - IMPROPER

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 1, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8200 hours (Total, all aircraft), 1480 hours (Total, this make and model), 8180 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N204RH
Model/Series:	204-B 204-B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	2025
Landing Gear Type:	Skid	Seats:	9
Date/Type of Last Inspection:	June 13, 1985 100 hour	Certified Max Gross Wt.:	8500 lbs
Time Since Last Inspection:	59 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	11225 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	T-5313B
Registered Owner:	ROGERS HELICOPTER, INC.	Rated Power:	1250 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	CUCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FAT ,332 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:		Direction from Accident Site:	200°
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:	30 inches Hg	Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROGERS HELIPORT	Runway Surface Type:	Dirt
Airport Elevation:	300 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	36.810382,-119.71035(est)

Administrative Information

Investigator In Charge (IIC): Wilkins, J

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24854>

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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](#).