



Aviation Investigation Final Report

Location:	VAN NUYS, California	Accident Number:	LAX92LA288
Date & Time:	July 8, 1992, 16:55 Local	Registration:	N5061F
Aircraft:	HILLER FH-1100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE FIRST PILOT WAS PRACTICING HOVERING FROM A MOVABLE HELIPAD FOR ABOUT 30 MINUTES BEFORE THE ACCIDENT. DURING THIS TIME THE FIRST PILOT PERFORMED 5 VERTICAL LIFT-OFFS AND LANDINGS. AFTER THE LAST LANDING THE SECOND PILOT BOARDED THE HELICOPTER AND OCCUPIED THE LEFT FRONT SEAT. THE SECOND PILOT INITIATED A LIFT-OFF TO A HOVER AND DURING THIS TIME THE FIRST PILOT FAILED TO SUPERVISE THE FLIGHT AND THE HELICOPTER BEGAN TO DRIFT OFF THE HELIPAD TO THE RIGHT. THE SECOND PILOT FAILED TO APPLY THE PROPER FLIGHT CONTROLS TO ARREST THE DRIFT EVEN THOUGH THE FIRST PILOT REPORTED THAT BOTH PILOTS APPLIED FULL LEFT CYCLIC. THE MAIN ROTOR BLADE CONTACTED THE ASPHALT RAMP SURFACE AND THE HELICOPTER ROLLED OVER. EXAMINATION OF THE HELICOPTER DISCLOSED NO EVIDENCE OF ANY FLIGHT CONTROL SYSTEM FAILURES. BOTH PILOTS HAD ONLY ACCRUED 2 FLIGHT HOURS IN THE HELICOPTER MAKE AND MODEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE SECOND PILOT'S IMPROPER USE OF THE ROTORCRAFT FLIGHT CONTROLS AND THE FIRST PILOT'S POOR SUPERVISION OF THE FLIGHT. A FACTOR RELATING TO THIS ACCIDENT WAS BOTH PILOT'S INEXPERIENCE IN THE HELICOPTER MAKE AND MODEL.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: HOVER

Findings

1. TERRAIN CONDITION - OPEN FIELD
2. (C) ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - COPILOT/SECOND PILOT
3. (F) LACK OF FAMILIARITY WITH AIRCRAFT - COPILOT/SECOND PILOT
4. (C) SUPERVISION - POOR - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ROLL OVER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 28, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3323 hours (Total, all aircraft), 2 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HILLER	Registration:	N5061F
Model/Series:	FH-1100 FH-1100	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	223
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	May 1, 1992 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:		Engine Model/Series:	250-C18
Registered Owner:	MILLER, ROBERT L.	Rated Power:	277 Horsepower
Operator:	PACIFIC SHORE AVIATION	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	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(VNY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:54 Local	Type of Airspace:	Class D

Airport Information

Airport:	VAN NUYS VNY	Runway Surface Type:	
Airport Elevation:	799 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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:	34.19038,-118.49047(est)

Administrative Information

Investigator In Charge (IIC): Llorente, A.

Additional Participating Persons: POI ROBERT ROEHM; VAN NUYS , CA

Original Publish Date: June 30, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27681>

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](#).