



Aviation Investigation Final Report

Location:	VOLCANO, Hawaii	Accident Number:	LAX92LA396
Date & Time:	September 21, 1992, 12:30 Local	Registration:	N73279
Aircraft:	BELL 47-G4A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE HELICOPTER WAS ON A LOCAL AREA FOR HIRE SIGHT SEEING FLIGHT TO THE PU'U O'O VENT IN VOLCANOES NATIONAL PARK. THE PILOT REPORTED THAT HE WAS HOVERING ABOVE THE VENT AT ABOUT 50 FEET AGL WHEN THE HELICOPTER STARTED SETTLING WITH POWER. HE SAID HE TURNED THE HELICOPTER DOWN SLOPE TO MAXIMIZE THE ALTITUDE AND ATTEMPT TO GAIN AIRSPEED. THE PREVAILING WIND WAS NOW FROM THE REAR OF THE HELICOPTER AS THE PILOT FLEW DOWN THE SLOPE AND THE HELICOPTER CONTINUED TO SETTLE TOWARD THE GROUND. THE PILOT SAID HE CONTINUOUSLY APPLIED COLLECTIVE PITCH IN AN ATTEMPT TO ARREST THE DESCENT, HOWEVER, THE HELICOPTER CONTINUED TO SETTLE AND COLLIDED WITH THE GROUND AND ROLLED OVER. THE PILOT NOTED THAT THERE WAS NO PREIMPACT FAILURE OF THE HELICOPTER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE COLLECTIVE CONTROL AFTER INADVERTENTLY ENTERING A POWER SETTLING CONDITION.

Findings

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

Findings

1. WEATHER CONDITION - TAILWIND
 2. (C) DESCENT - INADVERTENT - PILOT IN COMMAND
 3. (C) COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
 4. DESCENT - NOT CORRECTED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	None	Seat Occupied:	Left
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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 1, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft), 1300 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N73279
Model/Series:	47-G4A 47-G4A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3134
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	September 18, 1992 100 hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5146 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	VO-540-B1B3
Registered Owner:	KAINOA AVIATION, INC.	Rated Power:	260 Horsepower
Operator:	KAINOA AVIATION, INC.	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:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HILO , HI (ITO)	Type of Flight Plan Filed:	None
Destination:	(ITO)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	19.489597,-155.229034(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: LESLIE SARGENT; HONOLULU , HI

Original Publish Date: September 14, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=27771>

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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](#).