



Aviation Investigation Final Report

Location:	SPRING VALLEY, New York	Accident Number:	NYC88LA020
Date & Time:	October 30, 1987, 15:30 Local	Registration:	N109AM
Aircraft:	AGUSTA 109A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE HELICOPTER HAD BEEN REFUELED AND THE PILOT WAS ATTEMPTING TO GROUND TAXI. PRIOR TO TURNING THE AIRCRAFT AROUND TO TAXI TO A PARKING AREA THE HELICOPTER WENT INTO GROUND RESONANCE AS SOON AS THE AIRCRAFT WAS MOVED. COLLECTIVE WAS LOWERED, THE ENGINE RETARDED AND THE ROTOR BRAKES APPLIED BUT GROUND RESONANCE CONTINUED UNTIL THE MAIN ROTOR BLADES CONTACTED THE PAVEMENT.

Probable Cause and Findings

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

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI

Findings

1. (C) ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAXI



Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	51, 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):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 8, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4959 hours (Total, all aircraft), 254 hours (Total, this make and model), 4801 hours (Pilot In Command, all aircraft), 114 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AGUSTA	Registration:	N109AM
Model/Series:	109A 109A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7296
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	April 28, 1987 Annual	Certified Max Gross Wt.:	11200 lbs
Time Since Last Inspection:	71 Hrs	Engines:	2 Turbo shaft
Airframe Total Time:	180 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	ROCKLAND AVIATION	Rated Power:	420 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	Unknown	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TETERBORO , NY (TEB)	Type of Flight Plan Filed:	None
Destination:	SPRING VALLEY , NY	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	420 ft msl	Runway Surface Condition:	
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:	41.119827,-74.050979(est)

Administrative Information

Investigator In Charge (IIC): Marcantelli, Vincent

Additional Participating Persons:

Original Publish Date: May 26, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=36045>

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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](#).