



Aviation Investigation Final Report

Location:	PORTLAND, Oregon	Accident Number:	SEA84LA009
Date & Time:	October 9, 1983, 16:45 Local	Registration:	N222NT
Aircraft:	ENSTROM 280C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PLT, HE HAD MADE A RIGHT TURN INTO THE WIND AFTER LIFT-OFF & HAD JUST CLEARED A FENCE AT 40 TO 50 FT AGL, WHEN HE BEGAN TO LOSE POWER. HE THEN TURNED TO THE RIGHT TO CLEAR POWER LINES. SINCE THE HELICOPTER DID NOT HAVE ENOUGH ROOM TO CLEAR THE LINES, THE RIGHT TURN WAS CONTINUED TO LAND BETWEEN 2 ROWS OF CARS. DURING THE LANDING, THE TAIL SECTION OF THE HELICOPTER STRUCK AN UNOCCUPIED PICKUP TRUCK. NO CAUSE FOR A POWER LOSS WAS FOUND DURING AN EXAM OF THE ENG.

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
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)

4. (F) MANEUVER - PERFORMED - PILOT IN COMMAND

5. (F) OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 12, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	660 hours (Total, all aircraft), 5 hours (Total, this make and model), 588 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N222NT
Model/Series:	280C 280C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1027
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	July 1, 1983 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	92 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	976 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HIO-360-E1AD
Registered Owner:	WALLACE FLOOR COVERINGS	Rated Power:	205 Horsepower
Operator:	PILOT PERSONNEL INTERNATIONAL	Operating Certificate(s) Held:	None
Operator Does Business As:	1600	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PDX ,26 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	15:51 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 8500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE NONE	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	45.58044,-122.700973(est)

Administrative Information

Investigator In Charge (IIC): Carrera, Candace

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=39845>

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](#).