



Aviation Investigation Final Report

Location:	FIELDS, Oregon	Accident Number:	SEA89LA007
Date & Time:	October 4, 1988, 10:00 Local	Registration:	N401S
Aircraft:	AEROSPATIALE SA341G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT AS HE WAS IN A SLOW DESCENDING TURN TO THE LEFT AT ABOUT 20 KTS (TRANSLATIONAL LIFT). THE HELICOPTER SUDDENLY ROTATED TO THE LEFT WITHOUT WARNING. HE ESTIMATED THAT THIS OCCURRED AT ABOUT 30 FT AGL. HE APPLIED RIGHT PEDAL & THE ROTATION STOPPED IN A SLIGHT NOSE DOWN ATTITUDE AFTER ABOUT 2 TURNS. ALSO, THE PLT NOTICED THAT THE ENG WAS NOT PROVIDING POWER; HE PRESUMED THE FUEL LIMITER HAD RESTRICTED THE FLOW OF FUEL TO THE ENG, CAUSING A REDUCTION OF POWER. BEFORE TOUCHDOWN, THE PLT APPLIED COLLECTIVE TO CUSHION THE LANDING, BUT THE RIGHT SKID WAS DAMAGED & THE MAIN ROTOR BLADES FLEXED DOWNWARD & CONTACTED THE TAIL BOOM. THE DENSITY ALT WAS COMPUTED TO BE NEAR 6000 FT.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

- 2. (C) ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
- 3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Findings
4. AUTOROTATION

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 26, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 68 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N401S
Model/Series:	SA341G SA341G	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1509
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	September 28, 1988 Annual	Certified Max Gross Wt.:	3970 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	727 Hrs	Engine Manufacturer:	TURBOMECA
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	ASTAZOU III A
Registered Owner:	JOSEPH I. EOFF	Rated Power:	500 Horsepower
Operator:		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:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENIO , NV	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	42.170425,-118.35984(est)

Administrative Information

Investigator In Charge (IIC):	Daily, H
Additional Participating Persons:	WESLEY S GREENE; HILLSBORO , OR
Original Publish Date:	September 19, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=40947

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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](#).