



Aviation Investigation Final Report

Location:	SEASIDE, Oregon	Accident Number:	SEA94LA064
Date & Time:	February 23, 1994, 13:20 Local	Registration:	N62413
Aircraft:	Hiller-Soloy H-23D	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 133: Rotorcraft ext. load		

Analysis

THE PILOT ADDED POWER AFTER RELEASING A SLING LOAD OF CEDAR SHAKES FROM A HOVER. THE HELICOPTER BEGAN A DESCENT WITH POWER WHICH THE PILOT WAS UNABLE TO STOP. DURING THE RECOVERY MANEUVER THE HELICOPTER COLLIDED WITH TERRAIN AND ROLLED OVER.

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 FLIGHT CONTROLS RESULTING IN SETTLING WITH POWER.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

1. (C) LOWERING OF COLLECTIVE - DELAYED - PILOT IN COMMAND
2. SETTLING WITH POWER - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: DESCENT

Factual Information

On February 23, 1994, at approximately 1320 hours Pacific standard time (PST), a Hiller H-23D Soloy conversion, N62413, registered to Bennie B. Finnell, operated by Helicopter Enterprises, Inc., and being flown by Kevin I. Warner, a commercially certificated pilot, impacted terrain and rolled over while in a descent near Seaside, Oregon. The helicopter was destroyed and the pilot sustained minor injuries. The pilot reported visual meteorological conditions at the time of accident, and no flight plan had been filed. The flight, which was engaged in sling loading cedar shakes, was to have been operated in accordance with the requirements set forth in 14CFR133, and originated from a helicopter pad near the accident site.

The pilot reported that after releasing a sling line of shakes and adding power while in a hover, the helicopter began to settle. He reported that he "lowered collective" and began a descent to attempt a recovery. Upon nearing the surface he "applied full power and contacted the surface sliding forward along the log landing" and that "the left forward skid hooked and (the) aircraft rolled to the left side, main rotor blades contacting the ground."

The pilot reported that there was no mechanical malfunction or power loss during the event.

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 1, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2231 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hiller-Soloy	Registration:	N62413
Model/Series:	H-23D H-23D	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Restricted (Special)	Serial Number:	1372
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	FINNELL, BENNIE, B.	Rated Power:	420 Lbs thrust
Operator:	HELICOPTER ENTERPRISES, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	HEGL

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	4 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C / 6°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 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:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	45.849803,-123.569892(est)

Administrative Information

Investigator In Charge (IIC):	Mccreary, Steven
Additional Participating Persons:	DAVE JOURDAN; RENTON , WA
Original Publish Date:	April 12, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=41878

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