



Aviation Investigation Final Report

Location:	FREMONT, California	Accident Number:	LAX82FVD16
Date & Time:	May 7, 1982, 18:30 Local	Registration:	N19NS
Aircraft:	SCORPION 133	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PILOT, BUILDER OF THE HELICOPTER WAS ON A DUAL INSTRUCTIONAL FLIGHT WITH AN INSTRUCTOR PILOT (IP). THE STUDENT HAD ABOUT 71 HOURS IN THIS MAKE AND MODEL WHILE THE IP HAD 18 HOURS. AFTER MAKING TWO LANDINGS, A DESCENDING TURN WAS MADE TO A DOWNWIND AT ABOUT 15 FT AGL TO DEMONSTRATE THE RELATIONSHIP BETWEEN AIRSPEED AND GROUND SPEED. AFTER THAT, THE IP INSTRUCTED THE STUDENT TO FOLLOW THROUGH AS HE (THE IP) WAS GOING TO MAKE A CLIMBING TURN TO POSITION THE HELICOPTER FOR A NORMAL LANDING PATTERN. DURING THE CLIMB, THE IP FELT INTERFERENCE ON THE CONTROLS FROM THE STUDENT. THE AIRSPEED DROPPED NEAR ZERO AND THE HELICOPTER WAS ABOUT TO START SETTLING WITH POWER. REPORTEDLY, THE IP OVERPOWERED THE CONTROLS AND STARTED A RECOVERY, BUT NOT IN TIME TO AVOID CONTACTING THE GROUND. THE HELICOPTER TOUCHED DOWN HARD, TILTED TO THE LEFT, AND A MAIN ROTOR BLADE STRUCK THE TAIL BOOM. THE IP SAID THE STUDENT WAS RELUCTANT TO RELEASE THE CONTROLS WHEN INSTRUCTED TO DO SO.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

1. (C) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)
2. (C) CONTROL INTERFERENCE - INITIATED - DUAL STUDENT
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 3, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1562 hours (Total, all aircraft), 18 hours (Total, this make and model), 1562 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SCORPION	Registration:	N19NS
Model/Series:	133 133	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:		Serial Number:	3839
Landing Gear Type:		Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	96 Hrs	Engine Manufacturer:	RW
ELT:	Not installed	Engine Model/Series:	133
Registered Owner:	NICOLAI W. STOOPIN	Rated Power:	100 Horsepower
Operator:	NICOLAI W. STOOPIN	Operating Certificate(s) Held:	
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	12 miles
Lowest Ceiling:	Overcast / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	FREMONT , CA (Q59)	Type of Flight Plan Filed:	None
Destination:	FREMONT , CA (Q59)	Type of Clearance:	None
Departure Time:	18:00 Local	Type of Airspace:	

Airport Information

Airport:	FREMONT Q59	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	2500 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.499755,-121.960556(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 7, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70754>

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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](#).