



# Aviation Investigation Final Report

<b>Location:</b>	MT. VERNON, Alabama	<b>Accident Number:</b>	ATL92LA007
<b>Date &amp; Time:</b>	October 14, 1991, 09:02 Local	<b>Registration:</b>	N55714
<b>Aircraft:</b>	KAMAN HH-43B/F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

THE HELICOPTER WAS BEING REPOSITIONED FROM AN OPERATING BARGE TO THE BASE HELIPAD FOR REFUELING. EN ROUTE THE ENGINE SPEED ROLLED BACK TO FLIGHT IDLE, UNCOMMANDED. AN AUTOROTATIVE LANDING WAS MADE IN A SHALLOW LAKE. THE HELICOPTER ROLLED ON ITS SIDE AND DESTROYED THE MAIN ROTOR BLADES. A SUBSEQUENT EXAMINATION OF THE ENGINE AND ITS ACCESSORIES FAILED TO REVEAL THE REASON FOR THE ROLL BACK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. A FACTOR IN THE ACCIDENT WAS THE LACK OF A SUITABLE LANDING SITE.

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE

#### Findings

1. (C) TURBOSHAFT ENGINE - UNDETERMINED

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - WATER
3. (F) TERRAIN CONDITION - NONE SUITABLE
4. AUTOROTATION - PERFORMED - UNDETERMINED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 27, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13250 hours (Total, all aircraft), 1150 hours (Total, this make and model), 13100 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	KAMAN	<b>Registration:</b>	N55714
<b>Model/Series:</b>	HH-43B/F HH-43B/F	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Restricted (Special)	<b>Serial Number:</b>	62-4528
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 10, 1991 100 hour	<b>Certified Max Gross Wt.:</b>	9150 lbs
<b>Time Since Last Inspection:</b>	8 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	5577 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	T-53-L-13B
<b>Registered Owner:</b>	SCOTT PAPER COMPANY	<b>Rated Power:</b>	1151 Horsepower
<b>Operator:</b>	SCOTT PAPER COMPANY	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	SQRL

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MOB ,218 ft msl	<b>Distance from Accident Site:</b>	25 Nautical Miles
<b>Observation Time:</b>	08:48 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 15°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:58 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SCOTT HELIPORT NONE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	100 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	1	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	31.090118,-88.010116(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Preston

**Additional Participating Persons:** TOM MULLIN; BIRMINGHAM , AL  
MAC CHILDERS; PHOENIX , AZ

**Original Publish Date:** April 23, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=8535>

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