

		NTSB ID: ANC01TA035		Aircraft Registration Number: N7183P	
		Occurrence Date: 02/04/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
<b>Location/Time</b>					
Nearest City/Place Chickaloon		State AK	Zip Code 99674	Local Time 0930	Time Zone AST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
<b>Aircraft Information Summary</b>					
Aircraft Manufacturer Robinson		Model/Series R-44		Type of Aircraft Helicopter	
Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On February 4, 2001, about 0930 Alaska standard time, a float-equipped Robinson R-44 helicopter, N7183P, sustained substantial damage while landing in a remote area, about 35 miles east-northeast of Chickaloon, Alaska. The helicopter was being operated as a visual flight rules (VFR) government-operated flight under Title 14, CFR Part 91, when the accident occurred. The helicopter was operated by the State of Alaska, Department of Public Safety. The airline transport certificated pilot, and the two passengers, were not injured. Visual meteorological conditions prevailed. The flight originated at the Eureka Lodge, Eureka, Alaska, about 0915.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on February 4th, the pilot, who is the supervisor for the State of Alaska's Aircraft Section, reported that he was transporting two search and rescue volunteers and their equipment to the scene of an avalanche. The avalanche was about 11.3 miles south-southeast of the Eureka Lodge. Utilizing the accident helicopter, the pilot had been involved in search operations at the avalanche site the evening before the accident. A helicopter landing zone (heli spot) had been established the evening before the accident, near the toe of the avalanche. The heli spot had been used by a military helicopter, and was marked by small flags. The surface of the snow at the heli spot had been dusted by red powder. The pilot of the accident helicopter had not landed at the heli spot before. The heli spot was located at 5,300 feet msl, near the bottom of a small valley.</p> <p>The pilot said he began his landing approach toward the west. Although the weather conditions were clear, the pilot said the lighting conditions in the valley provided little contrast (flat light). The pilot said that as he began to add power near the termination of the landing approach, the low rotor warning horn sounded, and he noticed that the main rotor gauge was indicating 92 to 94 percent. He reduced collective pitch, ensured the throttle was full open, and began to initiate a go-around toward the west, an area of lower terrain. The helicopter continued to descend, and the right front portion of the landing gear float assembly contacted the snow. About the same time, the main rotor contacted the slope of a small, snow-covered hill, to the right of the helicopter. The helicopter then rolled onto its right side. After the accident, the pilot said he noted that the wind was blowing about 8 knots from the east.</p> <p>The passengers on board the helicopter reported hearing the low rotor warning horn as the helicopter was about 100 feet above the ground in a small gully area. They said there was little contrast to define the terrain. They reported the temperature as 25 degree F.</p> <p>The pilot said the temperature was 10 degrees F. The helicopter has a gross weight of 2,400 pounds. A postaccident review of the helicopter's loading and performance calculations revealed the helicopter was loaded to about 100 pounds below maximum gross weight. According to the manufacturer's performance charts, at 2,300 pounds, the out-of-ground effect hover ceiling at 10 degrees is about 5,300 feet, at 25 degrees, the hover ceiling is about 4,700 feet. The</p>					
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National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



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**Narrative** (Continued)

in-ground-effect hover ceiling (a two foot hover height) at 10 degrees is about 8,400 feet, at 25 degrees, the hover ceiling is about 7,800 feet.

The State of Alaska's Aircraft Manual, Revised March 2000, Section IV, (B) 1., lists pilot qualifications. The manual indicates that the minimum experience in the accident helicopter (Robinson R-44) is 200 hours. In the NTSB Pilot/Operator report submitted by the pilot, the pilot indicated having accrued 381 hours in helicopters, with 221 hours in a Robinson R-44. Section IV, (B) 9. b), lists pilot currency requirements by stating that helicopter pilots must, within the last 90 days, have at least 10 flight hours. The pilot indicated he accrued 9.4 hours in the accident helicopter in the previous 90 days, 7.1 hours in the previous 30 days, and 2.4 hours in the previous 24 hours.

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		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: Go Around; Valley/Terrain Following					
<b>Aircraft Information</b>					
Aircraft Manufacturer Robinson		Model/Series R-44		Serial Number 0535	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Float; Skid					
Homebuilt Aircraft? No	Number of Seats: 4	Certified Max Gross Wt.	2400 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-540-F1B5	Rated Power: 260 HP		
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 09/27/2000	Time Since Last Inspection 77 Hours	Airframe Total Time 685 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner State of Alaska, Department of Public Safety		Street Address 4827 Aircraft Drive			
		City Anchorage	State AK	Zip Code 99502	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Public Use					

 <p>National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION</p>	NTSB ID: ANC01TA035
	Occurrence Date: 02/04/2001
	Occurrence Type: Accident

**First Pilot Information**

Name	City	State	Date of Birth	Age
On File	On File	On File	On File	47

Sex: M	Seat Occupied: Right	Principal Profession: Police	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor; Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land; Single-engine Sea

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? No	Current Biennial Flight Review? 04/20/2000
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Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 11/17/2000
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	17783	221	15504	1896	128	400	135	381		
Pilot In Command(PIC)	17463	211	15480	1890	125	400	135	350		
Instructor	193		193							
Last 90 Days	35	9	9	17	6		12	9		
Last 30 Days	9	7	2		5			7		
Last 24 Hours	2	2			1			2		

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point	State	Airport Identifier	Departure Time	Time Zone
Eureka	AK		0915	DT

Destination	State	Airport Identifier
Local Flight		

Type of Clearance: None

Type of Airspace: Class G

**Weather Information**

Source of Briefing: No record of briefing

Method of Briefing: Unknown

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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation  Ft. MSL	WOF Distance From Accident Site  NM	Direction From Accident Site  Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 30 SM	Altimeter: "Hg
Temperature: -12 °C	Dew Point:	°C	Wind Direction: 90		Density Altitude: Ft.
Wind Speed: 8	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

**Accident Information**

Aircraft Damage:	Aircraft Fire:	Aircraft Explosion
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**Classification:**

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				2	2
- TOTAL ABOARD -				3	3
Other Ground					
- GRAND TOTAL -				3	3

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: ANC01TA035

Occurrence Date: 02/04/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Scott Erickson

Additional Persons Participating in This Accident/Incident Investigation:

DAVE LUCHER  
AIR SAFETY INSPECTOR  
FAA-ANC-FSDO 03  
4510 W. INTERNATIONAL AIRPORT RD.  
ANCHORAGE, AK 99502