


 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: ANC99LA040		Aircraft Registration Number: N8367F	
		Occurrence Date: 04/01/1999		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place FAIRBANKS	State AK	Zip Code 99711	Local Time 1030	Time Zone AST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Robinson		Model/Series R-22 /R-22		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On April 1, 1999, about 1030 Alaska standard time, a Robinson R-22 helicopter, N8367F, sustained substantial damage during a forced landing about 38 miles south of Fairbanks, Alaska. The commercial pilot and sole passenger were not injured. The helicopter was operated by Chena River Aviation under 14 CFR Part 135, conducting wolf captures for the State of Alaska, Department of Fish and Game. The flight departed the Chena Marina Airport in Fairbanks at 0930. Visual meteorological conditions prevailed at the time of the accident, and a company VFR flight plan was filed.</p> <p>The pilot told the NTSB investigator-in-charge (IIC) during a telephone interview on April 1, that he turned downwind in 15 knots to 30 knots of wind, at 30 feet above the ground to capture a wolf. He noticed the rotor and engine rpm decaying. He attempted to lower the collective, disengage the engine speed governor, and increase the throttle, but the rotor speed continued to decay. The pilot said the low rotor speed warning horn activated during his descent, and he made a forced landing to a clearing. The helicopter bounced, and rolled onto its side. He stated that he did not have tail rotor authority at the low rotor rpm when the helicopter bounced. The pilot estimated seven to ten gallons of fuel remained in the fuel tanks at the time of the accident.</p> <p>The engine was examined and operated on a test stand at the Robinson Helicopter facility on May 3, 1999. The testing was observed by an NTSB investigator. No anomalies were noted with the governor motor, the governor controller, or the engine. The power level produced throughout the test exceeded the minimum specified by the manufacturer.</p>					
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<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer Robinson		Model/Series R-22 /R-22		Serial Number 2816	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt. 1370 LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming		Model/Series: HO-360-J2A		Rated Power: 180 HP
<b>- Aircraft Inspection Information</b>					
Type of Last Inspection Annual	Date of Last Inspection 03/1999	Time Since Last Inspection 21 Hours		Airframe Total Time 654 Hours	
<b>- Emergency Locator Transmitter (ELT) Information</b>					
ELT Installed?/Type Yes /		ELT Operated?	ELT Aided in Locating Accident Site?		
<b>Owner/Operator Information</b>					
Registered Aircraft Owner  TROY L. CAMBIER		Street Address PO BOX 58745			
		City FAIRBANKS	State AK	Zip Code 99711	
Operator of Aircraft  CHENA RIVER AVIATION		Street Address PO BOX 58745			
		City FAIRBANKS	State AK	Zip Code 99711	
Operator Does Business As:			Operator Designator Code: E1RC		
<b>- Type of U.S. Certificate(s) Held:</b>					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Unknown;Non-scheduled; Domestic; Passenger Only					
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<b>First Pilot Information</b>																																																																																															
Name On File			City On File		State On File	Date of Birth On File	Age 31																																																																																								
Sex: M	Seat Occupied: Right		Occupational Pilot? Civilian Pilot			Certificate Number: On File																																																																																									
Certificate(s): Flight Instructor; Commercial																																																																																															
Airplane Rating(s): Single-engine Land																																																																																															
Rotorcraft/Glider/LTA: Helicopter																																																																																															
Instrument Rating(s): Airplane; Helicopter																																																																																															
Instructor Rating(s): Helicopter																																																																																															
Current Biennial Flight Review?																																																																																															
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 06/1998																																																																																										
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual      Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>2900</td> <td>1550</td> <td>250</td> <td></td> <td>290</td> <td>4</td> <td>46</td> <td>2650</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>2500</td> <td>2200</td> <td>200</td> <td></td> <td>200</td> <td></td> <td></td> <td>2300</td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>29</td> <td>29</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>29</td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>175</td> <td>125</td> <td>50</td> <td></td> <td></td> <td></td> <td></td> <td>125</td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>56</td> <td>56</td> <td>25</td> <td></td> <td></td> <td></td> <td></td> <td>56</td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>6</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6</td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual      Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	2900	1550	250		290	4	46	2650			Pilot In Command(PIC)	2500	2200	200		200			2300			Instructor	29	29						29			Instruction Received											Last 90 Days	175	125	50					125			Last 30 Days	56	56	25					56			Last 24 Hours	6	6						6		
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																																								
<b>Flight Plan/Itinerary</b>																																																																																															
Type of Flight Plan Filed: Company VFR																																																																																															
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																																							
Same as Accident/Incident Location				AK28		0930		AST																																																																																							
Destination		State		Airport Identifier																																																																																											
Local Flight																																																																																															
Type of Clearance: None																																																																																															
Type of Airspace: Class G; Military Operation Area																																																																																															
<b>Weather Information</b>																																																																																															
Source of Wx Information:																																																																																															
Flight Service Station																																																																																															

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		Occurrence Type: Accident			

<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		6000 Ft. AGL		Visibility: 10 SM	Altimeter: "Hg
Temperature: -7 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 180		Wind Speed: 15		Wind Gusts: 30	
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM			
Precip and/or Obscuration:					

<b>Accident Information</b>					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- 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				1	1	
- TOTAL ABOARD -				2	2	
Other Ground	0	0	0		0	
- GRAND TOTAL -	0	0	0	2	2	

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**AVIATION**

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Occurrence Date: 04/01/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

MATTHEW L. THOMAS

Additional Persons Participating in This Accident/Incident Investigation:

DENNIS DELO(FAA FSDO)  
FAIRBANKS, AK