
		NTSB ID: IAD01LA101		Aircraft Registration Number: N9077Q	
		Occurrence Date: 07/02/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Columbus		State OH	Zip Code 43235	Local Time 1900	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Robinson		Model/Series 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 July 2, 2001, about 1900 eastern daylight time, a Robinson R-22 helicopter, N9077Q, was substantially damaged during a loss of control in cruise flight near Columbus, Ohio. The certificated commercial pilot was not injured. Visual meteorological conditions prevailed for the flight that originated at the Fairfield County Airport (LHQ), Lancaster, Ohio. No flight plan was filed for the personal flight destined for Delaware, Ohio (DLZ), conducted under 14 CFR Part 91.</p> <p>During a telephone interview, the pilot said the purpose of the flight was to help a fellow parachute-club member search for a parachute and deployment bag that had been lost from an airplane the previous day. He said that when he picked up the helicopter, the doors had been removed and were stored in the hangar.</p> <p>The pilot said he flew from Delaware, Ohio, to the Fairfield County Airport, picked up his friend, conducted the search, and returned his friend to Fairfield County without incident. He said he then serviced the helicopter with fuel, and departed on the return flight to DLZ.</p> <p>According to the pilot, he was in cruise flight at 2,000 feet mean sea level (msl), approximately 10 miles east of the Port Columbus International Airport (CMH) when the upset occurred. He said:</p> <p>"I was in the right seat in cruise flight about 80 knots. I looked to my right and got a blast of wind on the back of my head that knocked my glasses and my headset off. All I saw was earth and sky, earth and sky. In my mind, I thought I was flipping, then I thought I was spinning. When it stopped, the headset was hanging by the cord outside the helicopter, and my glasses were on the floor."</p> <p>The pilot said he recovered his headset and glasses, restored communications with air traffic control (ATC), and continued the flight to his destination. The pilot said that based upon the performance and handling of the helicopter, as well as the "normal" indications on the instruments, he determined that it was safe to continue the flight.</p> <p>The Safety Board did not receive notification of the accident until 6 weeks after the event. Prior to notification, the wreckage was moved, the helicopter was disassembled, and major components of the helicopter were shipped for inspection and repair, or replacement.</p> <p>The owner of the helicopter provided some photographs and a brief narrative description of the damage. According to the owner:</p> <p>"Main rotor blades struck the tail boom. Both M/R blades have a kink in the trailing edge about 40 inches out from the hub, no delamination. The droop stop bolt was sheared. Both mast plastic bumpers were cut through, very slight damage to M/R mast. The paint was chipped off and slight gouge. The M/R hub has damage where it hit the droop stops."</p>					
FACTUAL REPORT - AVIATION					
					Page 1

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: IAD01LA101	
	Occurrence Date: 07/02/2001	
	Occurrence Type: Accident	

Narrative (Continued)


The pilot held a commercial pilot certificate with ratings for airplane single-engine land, instrument airplane, and multi-engine land (VFR only). The pilot also held a private pilot certificate with a rating for helicopters.


The pilot reported 1,500 hours of flight experience, 99 hours of which were in helicopters. He reported 41 hours of experience in the Robinson R-22.

The weather reported at the Port Columbus International Airport at 1851 was a broken ceiling at 25,000 feet with the wind from 120 degrees at 4 knots.

According to the Robinson R-22 Pilot's Operating Handbook, Doors-off operation:

"...keep head and arms inside cabin to avoid high velocity airstream."

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: IAD01LA101			
		Occurrence Date: 07/02/2001			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Robinson		Model/Series R-22		Serial Number 0273	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt.	1300 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-320	Rated Power: 150 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 04/2001	Time Since Last Inspection 73 Hours	Airframe Total Time 6250 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner William E. Bolin		Street Address 10646 County Road O			
		City Napolean	State OH	Zip Code 43545	
Operator of Aircraft William E. Bolin		Street Address 10646 County Road O			
		City Napolean	State OH	Zip Code 43545	
Operator Does Business As: Helijet			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: Personal					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: IAD01LA101
	Occurrence Date: 07/02/2001
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 49
-----------------	-----------------	------------------	--------------------------	-----------

Sex: M	Seat Occupied: Right	Occupational Pilot? Lawyer	Certificate Number: On File
--------	----------------------	----------------------------	-----------------------------

Certificate(s): Commercial; Private

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

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane; Helicopter

Instructor Rating(s): None

Current Biennial Flight Review? 05/2001

Medical Cert.: Class 3	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 04/2000
------------------------	--	------------------------------------

- 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	1500	41						99		
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days	4	4						4		
Last 30 Days										
Last 24 Hours	2	2						2		

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? No	Second Pilot? No
--------------------	---------------------------	--------------------------	------------------

Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Lancaster	State OH	Airport Identifier LHQ	Departure Time 1845	Time Zone EDT
------------------------------	-------------	---------------------------	------------------------	------------------

Destination Delaware	State OH	Airport Identifier DLZ	
-------------------------	-------------	---------------------------	--


Type of Clearance: None

Type of Airspace: Class G

Weather Information

Source of Wx Information:

National Weather Service

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: IAD01LA101
	Occurrence Date: 07/02/2001
	Occurrence Type: Accident

Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
CMH	1851	EDT	815 Ft. MSL	10 NM	90 Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Day
Lowest Ceiling: Broken		25000 Ft. AGL		Visibility: 10 SM	Altimeter: 30.22 "Hg
Temperature: 16 °C	Dew Point: 10 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 120	Wind Speed: 4	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration:					

Accident Information

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					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: IAD01LA101

Occurrence Date: 07/02/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Brian C. Rayner

Additional Persons Participating in This Accident/Incident Investigation:

Mark Harden
FAA
Columbus, OH