

Brief of Accident

Adopted 09/26/2001

IAD00LA071
File No. 10547 08/05/2000 RAVENNA, OH Aircraft Reg No. N11662 Time (Local): 19:09 EDT

Make/Model: Showalter / ROTORWAY 152
Engine Make/Model: Rotorway / RW-152
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Personal
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	1

Last Depart. Point: ATWATER, OH
Destination: Local Flight
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: None
Visibility: 10.00 SM
Wind Dir/Speed: 210 / 005 Kts
Temperature (°C): 73
Precip/Obscuration:

Pilot-in-Command Age: 66

Flight Time (Hours)

Certificate(s)/Rating(s)
Airline Transport; Commercial; Multi-engine Land; Single-engine Land; Glider; Helicopter

Total All Aircraft: 18935
Last 90 Days: 9
Total Make/Model: 118
Total Instrument Time: 4710

Instrument Ratings
Airplane

The homebuilt helicopter was in cruise flight at 70 knots approximately 600 feet above ground level (agl) when the pilot heard a loud report from behind the cockpit, felt the helicopter yaw, and thought the tail rotor had departed the helicopter. After he entered autorotation, he realized that he still had tail rotor authority. During the descent, the engine was running smoothly at idle, and he chose to continue the autorotation at idle power. The helicopter touched down in a field. At the end of the ground run, the skids became entangled in the soybean crop and the helicopter rolled over. The pilot reported that his post-accident examination of the helicopter revealed he had left a spark plug wire unsecured after a recent inspection, and that he was sure the loose wire caused the interruption in power and the adverse yaw during the flight. He said there were no other mechanical deficiencies with the helicopter.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE

Findings

1. (C) IGNITION SYSTEM,IGNITION LEAD - LOOSE PART/BOLT/NUT/CLAMP/ETC
2. (C) MAINTENANCE,INSTALLATION - INADEQUATE - OWNER/PILOT MECHANIC

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: ROLL OVER
Phase of Operation: LANDING

Findings

4. (F) TERRAIN CONDITION - CROP

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot/owner's inadequate installation of an ignition lead that resulted in a partial loss of engine power and forced landing to unsuitable terrain. A factor in the accident was the soybean crop in the forced landing site.