

This form to be used for reporting civil and public use aircraft accidents and incidents

Accident/Incident Location Nearest City/Place: <u>Wiseman</u> State: <u>AK</u> ZIP: <u>99701</u> Country: <u>US</u> Latitude: <u>67.76936</u> (dd:mm:ss N/S) Longitude: <u>-149.7482</u> (ddd:mm:ss E/W)				Date/Time Date: <u>06/18/2014</u> Local Time: <u>09:45</u> <i>mm/dd/yyyy</i> Time Zone: <u>AK</u>	
Phase of Operation ☐ Standing ☐ Takeoff (incl. initial climb) ☐ Cruise ☒ Hover ☐ Taxi ☐ Climb ☒ Maneuvering ☐ Other ☐ Descent ☒ Landing ☐ Approach ☐ Unknown				Collision with Other Aircraft ☐ Midair ☐ On-ground ☒ None	
				Altitude of In-Flight Occurrence 2,400 ft MSL	

Manufacturer: Robinson
Model: R44 Raven II
Serial Number: 11220
Registration Number: N74713

Amateur-built: ☐ Yes ☒ No

Max Gross Weight: 2,500 lbs
Weight at Time of Accident/Incident: 2,475 lbs
Location of Center of Gravity at Time of Accident/Incident:
94.96 inches from ☐ nose or ☒ datum
 -or- Percent Mean Aerodynamic Cord (% MAC)

Category of Aircraft ☐ Airplane ☐ Balloon ☐ Blimp/Dirigible ☐ Glider ☐ Gyrocraft ☒ Helicopter ☐ Powered lift ☐ Ultralight ☐ Unknown	Type of Airworthiness Certificate <i>(Check all that apply)</i> Standard ☒ Normal ☐ Utility ☐ Acrobatic ☐ Transport Special ☐ Restricted ☐ Limited ☐ Provisional ☐ Experimental ☐ Special Flight ☐ Light Sport	Number of Seats: <u>4</u> If Large Aircraft, how many seats for: Flight Crew: <u>1</u> Cabin Crew: <u>0</u> Passengers: <u>2</u>	Landing Gear ☐ Retractable Check any additional landing gear configuration that applies: ☐ Tricycle ☐ Amphibian ☐ Emergency Float ☐ Float ☐ Hull ☐ Unknown ☐ Tailwheel ☐ High Skid ☒ Skid ☐ Ski ☐ Ski/Wheel
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Type of Maintenance Program ☐ Annual ☐ Conditional (Amateur-built only) ☒ Manufacturer's Inspection Program ☐ Other Approved Inspection Program (AAIP) ☐ Continuous Airworthiness ☐ Other, specify: _____	Last Inspection Type ☒ 100 Hour ☐ Continuous Airworthiness ☐ AAIP ☐ Conditional Inspection ☐ Annual ☐ Unknown	Date Last Inspection: <u>06/05/2014</u> <i>mm/dd/yyyy</i>
		Airframe Total Time: <u>3,175</u> hrs hours measured at (check one) ☐ Last Inspection ☒ Time of Accident/Incident

IFR Equipped ☐ Yes ☒ No ☐ Unknown	Stall Warning System Installed ☒ Yes ☐ No ☐ Unknown	Type of Fire Extinguishing System ☒ None ☒ Specify <u>small flare extinguisher in front left foot well.</u>
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ELT Installed ☒ Yes ☐ No	ELT Activated ☒ Yes ☐ No	ELT Manufacturer: <u>Pointer</u>
ELT Aided in Locating Accident/Incident ☐ Yes ☒ No		Model/Series: <u>3000-10</u> Serial Number: <u>343794</u> Battery Type: <u>2020</u> Battery Exp. Date: <u>May 2016</u>

Engine Type ☒ Reciprocating ☐ Turbo Jet ☐ Turbo Shaft ☐ Turbo Fan ☐ Turbo Prop ☐ Unknown	Reciprocating Fuel System Type ☐ Carburetor ☒ Fuel Injected	Propeller ☐ Fixed Pitch ☐ Controllable Pitch Manufacturer: _____ Model: _____
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Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Engine Rated Power Measured as <i>(check one)</i> ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	Lycoming	IO-540-AE1A5	RL-28443-48E	06/06/2012	245 BHP	3,175	47	975
Eng. 2								
Eng. 3								
Eng. 4								

OWNER/OPERATOR INFORMATION		
Registered Aircraft Owner Name: Quicksilver Air, Inc Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: State: AK ZIP: 99709 Country: USA
Operator of Aircraft ☒ Same As Registered Owner Name: Doing Business As: Air Carrier/Operator Designator (4 Character Code):		Operator Address ☒ Same As Registered Owner City: State: ZIP: Country:
Regulation Flight Conducted Under ☐ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☒ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☐ Personal ☒ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☐ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☒ Non-Scheduled or Air Taxi Domestic or International ☒ Domestic ☐ International Cargo Operation ☐ Passenger/Cargo ☐ Passenger _____ How many? ☐ Cargo _____ lbs ☐ Mail	Type of Commercial Operating Certificate Held (Check all that apply) ☐ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☒ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft
OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)		
Aircraft Registration Number _____	Manufacturer: _____ Model: _____	Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)		
Was there Mechanical Malfunction/Failure? ☐ Yes ☐ No ☐ Unknown (If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)		Total Time/Cycles On Part _____ Hours _____ Cycles
		Time Since This Part Inspected/Overhauled _____ Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY		
Aircraft Damage ☐ None ☒ Substantial ☐ Minor ☐ Destroyed	Aircraft Fire ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground	Aircraft Explosion ☒ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

Tail boom detached, landing skids broken, main rotor bent, hull nose dented, front wind screens broken and removed,

AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: _____

Distance From Airport Center: _____ SM

Airport Name: _____

Direction From Airport: _____ degrees MAG

Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip

Airport Elevation: _____ ft. MSL

Approach Segment (Select one)☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)**IFR Approach** (Check all that apply)

☐ None	☐ PAR	☐ MLS	☐ Practice
☐ ADF/NDB	☐ Sidestep	☐ LDA	☐ GPS
☐ SDF	☐ ILS	☐ ASR	☐ Loran
☐ VOR/TVOR	☐ Localizer Only	☐ Visual	☐ Unknown
☐ VOR/DME	☐ LOC-back course	☐ Contact	
☐ TACAN	☐ RNAV	☐ Circling	

VFR Approach (Check all that apply)

☐ None	☐ Stop and Go
☐ Traffic Pattern	☐ Touch and Go
☐ Straight-In	☐ Simulated Forced Landing
☐ Valley/Terrain Following	☐ Forced Landing
☐ Go Around	☐ Precautionary Landing
☐ Full Stop	☐ Unknown

Runway Information

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft

Runway/Landing Surface (Check all that apply)

☐ Asphalt	☐ Grass/Turf	☐ Macadam	☐ Water
☐ Concrete	☐ Gravel	☐ Metal/Wood	☐ Unknown
☐ Dirt	☐ Ice	☐ Snow	

Condition of Runway/Landing Surface (Check all that apply)

☐ Dry	☐ Snow-Compacted	☐ Water-Calm
☐ Holes	☐ Snow-Crusted	☐ Water-Choppy
☐ Ice Covered	☐ Snow-Dry	☐ Water-Glassy
☐ Rough	☐ Snow-Wet	☐ Wet
☐ Rubber Deposits	☐ Soft	☐ Unknown
☐ Slush Covered	☐ Vegetation	

FLIGHT ITINERARY INFORMATION**Last Departure Point**Airport ID: PACXCity: ColdfootState: AKCountry: USA**Time of Departure**Time: 0900Time Zone: AK**Destination**

Airport ID: _____

City: _____

State: _____

Country: _____

Type Flight Plan Filed

☐ None	☐ VFR/IFR
☒ Company VFR	☐ IFR
☐ Military VFR	☐ Unknown
☐ VFR	

Activated? ☐ Yes ☐ No**Type of ATC Clearance/Service** (Check all that apply)

☒ None	☐ Special VFR	☐ Special IFR	☐ VFR Flight Following	☐ Cruise
☐ VFR	☐ IFR	☐ VFR On Top	☐ Traffic Advisory	☐ Unknown / NA

Airspace where the accident/incident occurred (Check all that apply)

☐ Class A	☐ Class E	☐ Prohibited Area	☐ Jet Training Area	☐ Special
☐ Class B	☒ Class G	☐ Restricted Area	☐ TRSA	☐ Air Traffic Control Area
☐ Class C	☐ Demo Area	☐ Military Operations Area (MOA)	☐ FAR 93	☐ Unknown
☐ Class D	☐ Warning Area	☐ Airport Advisory Area		

Aircraft Load Description (Check all that apply)

☐ None	☐ Towing Glider	☐ Parachutists	☐ Livestock
☒ Passengers	☐ Towing Banner	☐ Water	☐ Unknown
☐ Cargo	☐ Other External	☐ Chemical/Fertilizer/Seeds	

FUEL & SERVICES INFORMATION**Fuel on Board at Last Takeoff**

(convert from pounds, as necessary)

_____ 45 Gallons

Fuel Type

☐ 80/87	☐ 115/145	☐ JP3	☐ Other, specify _____
☒ 100 Low Lead	☐ Jet A	☐ JP4	
☐ 100/130	☐ Automotive	☐ JP5	

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☒ Yes ☐ No**Method of Exit** – Describe how the occupants exited and how many occupants evacuated each location

When the helicopter came to a rest on its side, occupants exited through front-left windscreen area.

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**

Facility ID: _____

Observation Time: _____

Time Zone: _____

Distance from Accident Site: _____ NM

Direction from Accident Site: _____ degrees MAG

Source of Weather Information

(Check all that apply)

☒ National Weather Service☐ Flight Service Station☐ TV/Radio☒ Automated Report☐ Commercial Weather Service (DUATS)☐ Company☐ Military☒ Internet☐ Unknown**Method of Briefing**

(Check all that apply)

☐ In Person☐ Teletype☐ Telephone/Computer☐ Aircraft Radio☐ TV/Radio☐ Unknown**Briefing Type/Completeness**☐ Full☐ Partial / Limited By Pilot☐ Partial / Limited By Briefer☐ Abbreviated☐ Unknown☒ Not Pertinent**Light Condition**☐ Dawn☒ Day☐ Dusk☐ Night☐ Dark Night☐ Bright Night☐ Not Reported**Visibility**

_____ 10 miles

Sky/Lowest Cloud Condition☐ Clear☐ Few☐ Partial Obscuration☐ Scattered☒ Thin Broken☐ Thin Overcast☐ Unknown**Ceiling**☐ None (clear)☒ Broken☒ Overcast☐ Obscured☐ Indefinite☐ Unknown**Restriction to Visibility (Check all that apply)**☒ None☐ Blowing Dust☐ Blowing Sand☐ Blowing Snow☐ Blowing Spray☐ Dust☐ Fog☐ Ground Fog☐ Haze☐ Ice Fog☐ Smoke☐ Unknown**Lowest Cloud Condition Height**

3,000 ft AGL

Ceiling Height

3,000 ft AGL

Wind Direction☐ Indicated:

_____ degrees MAG

☒ Variable**Wind Speed**

Velocity: _____ KTS

-or-

☐ Calm☒ Light and Variable**Wind Gusts**

Velocity: _____ KTS

☐ Gusting☒ Not Gusting**Type of Turbulence (Check all that apply)**☒ None☐ Clear Air☐ In Clouds☐ Vicinity of Thunderstorm**Severity of Turbulence**☐ Extreme☐ Severe☐ Moderate☐ Moderate Chop☐ Light**NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident**

None

Temperature: _____ 10 (C)
or _____ (F)Altimeter Setting: _____ in. HG
or _____ MB

Density Altitude: _____ ft

Dew Point: _____ (C)
or _____ (F)**Icing Forecast****Amount**☒ None☐ Trace☐ Light☐ Moderate☐ Severe**Type**☐ Rime☐ Clear☐ Mixed**Icing Actual****Amount**☒ None☐ Trace☐ Light☐ Moderate☐ Severe**Type**☐ Rime☐ Clear☐ Mixed**Type of Precipitation (Check all that apply)**☐ None☐ Rain☐ Snow☐ Hail☐ Rain Showers☐ Freezing Rain☐ Snow Shower☒ Drizzle☐ Ice Pellets☐ Snow Pellets☐ Snow Grains☐ Ice Crystals☐ Ice Pellets Shower☐ Freezing Drizzle**Intensity of Precipitation**☒ Light☐ Moderate☐ Heavy

PILOT "A" INFORMATION**Pilot "A" Responsibilities at the Time of Accident/Incident**

☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

Pilot "A" Identification

First Name: Christopher
Middle Initial: J
Last Name: Pysz

City: Fairbanks
State: AK ZIP: 99709
Country: USA

Age at time of Accident/Incident: 47 Date of Birth: 19675 Certificate Number: 
mm/dd/yyyy

Degree of Injury ☒ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious	Seat Occupied ☐ Left ☒ Front ☐ Unknown ☒ Right ☐ Rear ☐ Center ☐ Single	Seat Belt Used ☒ Yes ☐ No Available ☐ Yes ☐ No	Shoulder Harness Used ☒ Yes ☐ No Available ☐ Yes ☐ No
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Pilot Certificate(s) (Check all that apply)

☐ None ☐ Student ☐ Recreational ☒ Commercial ☐ Flight Engineer ☐ Foreign
☐ Private ☒ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military

Principal Occupation ☒ Pilot ☐ Other ☐ Unknown	Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☒ Class 2 ☐ Unknown	Medical Certificate Validity ☐ Without limitations/waivers ☒ With limitations/waivers ☐ Unknown	Date of Last Medical <u>04/24/2014</u> <i>mm/dd/yyyy</i>
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Medical Certificate Limitations

Must wear lenses for distant, have glassed for near vision

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 05/13/2014
mm/dd/yyyy

Flight Review Aircraft

Make: Robinson
Model: R44

Airplane Rating(s) (Check all that apply) ☐ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea	Other Aircraft Rating(s) (Check all that apply) ☐ None ☐ Airship ☐ Free Balloon ☐ Glider ☐ Gyroplane ☒ Helicopter ☐ Powered Lift	Instrument Rating(s) (Check all that apply) ☐ None ☐ Airplane ☒ Helicopter ☐ Powered Lift	Instructor Rating(s) (Check all that apply) ☐ None ☐ Instrument Airplane ☐ Airplane Single-Engine ☒ Instrument Helicopter ☐ Airplane Multi-Engine ☒ Helicopter ☐ Gyroplane ☐ Glider ☐ Powered Lift ☐ Sport
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Type Ratings**Student Endorsements** (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	3,700	2,700					93	3,700		
Pilot in Command (PIC)	3,600	2,700					15	3,600		
Time as Instructor	1,195	250					150	1,195		
This Make/Model										
Last 90 Days	160	160						160		
Last 30 Days	110	110						110		
Last 24 Hours	3	3						3		

PILOT "B" INFORMATION

Pilot "B" Responsibilities at the Time of Accident/Incident

☐ Pilot
 ☐ Co-Pilot
 ☐ Student Pilot
 ☐ Flight Instructor
 ☐ Check Pilot
 ☐ Flight Engineer
 ☐ Other Flight Crew

Pilot "B" Identification

First Name: _____

City: _____

Middle Initial: _____

State: _____ ZIP: _____

Last Name: _____

Country: _____

Age at time of Accident/Incident: _____

Date of Birth: _____

Certificate Number: _____

mm/dd/yyyy

Degree of Injury

☐ None
 ☐ Fatal
☐ Minor
 ☐ Unknown
☐ Serious

Seat Occupied

☐ Left
 ☐ Front
 ☐ Unknown
☐ Right
 ☐ Rear
☐ Center
 ☐ Single

Seat Belt

Used ☐ Yes ☐ No
 Available ☐ Yes ☐ No

Shoulder Harness

Used ☐ Yes ☐ No
 Available ☐ Yes ☐ No

Pilot Certificate(s) (Check all that apply)

☐ None
 ☐ Student
 ☐ Recreational
 ☐ Commercial
 ☐ Flight Engineer
 ☐ Foreign
☐ Private
 ☐ Flight Instructor
 ☐ Sport
 ☐ Airline Transport
 ☐ U.S. Military

Principal Occupation

☐ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None
 ☐ Class 3
☐ Class 1
 ☐ Driver's License (Sport Pilot only)
☐ Class 2
 ☐ Unknown

Medical Certificate Validity

☐ Without limitations/waivers
☐ With limitations/waivers
☐ Unknown

Date of Last Medical

mm/dd/yyyy

Medical Certificate Limitations

Medical Certificate Waivers

Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks:

mm/dd/yyyy

Flight Review Aircraft

Make: _____

Model: _____

Airplane Rating(s)

(Check all that apply)

☐ None
☐ Single-Engine Land
☐ Single-Engine Sea
☐ Multiengine Land
☐ Multiengine Sea

Other Aircraft Rating(s)

(Check all that apply)

☐ None
☐ Airship
☐ Free Balloon
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift

Instrument Rating(s)

(Check all that apply)

☐ None
☐ Airplane
☐ Helicopter
☐ Powered Lift

Instructor Rating(s)

(Check all that apply)

☐ None
 ☐ Instrument Airplane
☐ Airplane Single-Engine
 ☐ Instrument Helicopter
☐ Airplane Multi-Engine
 ☐ Helicopter
☐ Gyroplane
 ☐ Glider
☐ Powered Lift
 ☐ Sport

Type Ratings

Student Endorsements (Include dates)

Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot in Command (PIC)										
Time as Instructor										
This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)

Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military		Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No	Total Flight Time at the Time of this Accident/Incident: _____ hrs	

Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military		Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No	Total Flight Time at the Time of this Accident/Incident: _____ hrs	

Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____		Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military		Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No	Total Flight Time at the Time of this Accident/Incident: _____ hrs	

PASSENGER(S) / OTHER PERSONNEL (Include flight attendants; continue on separate sheet if necessary)

Name and Address	Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
First Name: Margaret City: Fairbanks Middle Initial: _____ State: AK ZIP: _____ Last Name: Darrow Country: _____	BL	☐	☐	☒	☐	☐	☐	☐	☐	☒	☐
First Name: Ronald City: Fairbanks Middle Initial: _____ State: AK ZIP: _____ Last Name: Daanen Country: _____	FL	☐	☐	☒	☐	☐	☐	☐	☐	☒	☐
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

After acquiring fuel in Coldfoot, I flew north to meet clients at a staging area just off of the Dalton Highway. The staging area was 34nm straight-line distance from PACX; my route-of-flight, however, was along the river and highway as the cloud cover made a straight-line route undesirable; the cloud cover increased from broken to overcast, and ceilings dropped from 5000 ft AGL to 2500 ft AGL, as I proceeded up valley. Time in route from PACX to staging area was just over 30 minutes.

Two of three passengers boarded the helicopter with light backpacks and gear (long staff w user inner face pad and GPS receiver on end). Adding the third passenger at that time would have put me over max-gross weight, so I asked him to wait at the staging area while I proceeded to work site, a Frozen Debris Lobe (FDL) about 3 nm SE from staging area. I lifted off of the staging area, which was at about 1600 ft MSL, using about 23 inches of manifold pressure (MAP).

We flew to the FDL, which was in a narrow box-valley, and the clients directed me to the landing zone (LZ) they thought they used the previous year at about 2550 ft MSL. I was able to recon the proposed LZ while preforming and out-of-ground-effect hover, and then moving forward at a walking pace (well blow effective translation lift (ETL)). I was pulling 24 inches MAP and maintaining a constant altitude. Upon determining the LZ was unsuitable—due to lack of snow that was there the previous year and high brush—I circled around to the right and descended down the FDL to find a more suitable LZ.

I approached the second proposed LZ the same way I approached the first: an OGE hover, moving forward at a walking pace, 24 inches MAP, constant altitude. The LZ was an improvement over the first, so I slowly moved lower and closer. As I got closer, I came to a high hover just short of my intended LZ, holding constant MAP and altitude. I determined that I would have had a couple of dead tree bows that would be closer to the main rotor than company policy allowed. Again, I turned away to the right and descended down the FDL to look for yet another potential LZ.

I set up to approach the third proposed LZ the same way I approached the first two: an OGE hover, moving forward at a walking pace, 24 inches MAP. However, as I approached this landing sight, I noticed that I was not maintaining altitude, but was in fact descending at a rate of almost 200 ft/min. I added another half inch MAP, but I did not get the result I wanted, which would have been a constant altitude, or at least a decrease in decent rate. Instead I got the Low Rotor RPM horn and light.

Rather than attempt a landing on uneven terrain in front of me with such a decent rate, I opted for a right turn while trying to override the governor and add more throttle; I attempted to pick up speed to get above ETL as I descended down the valley. The sensation of the rotor system passing through ETL never came, and my RPM was still deteriorating despite tightly gripping the collective and trying to add throttle. I was approaching a lip on the downward sloping terrain that I was fairly certain I was not going to clear, so I told my two passengers "We are going down" and aimed the helicopter for a brush-covered bump. I was able to land the helicopter relatively softly, but the helicopter still had enough forward momentum on downward sloping terrain that the helicopter tipped forward, nosed over, pivoted on the nose, and then rolled over onto its side.

When the helicopter came to rest, I looked to my left and behind me to the left and saw both Ronny and Margaret staring back at me. I asked, "Are you o'kay?" Both gave me a positive response, which was great. "Is anyone hurt?" No, no one was hurt! Wow.

Still work to do. We had to get out of the helicopter safely and expeditiously as I thought fire could still be a possibility. I released my seatbelt and crawled out of the front-left windscreen area. Ronny followed me before I reached back to help Margaret out of the back seat. Once we were out, I instructed them

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

Weight: While I was under Robinson's prescribed max gross weight limitations for the R44 II, I was on the heavier side. I could have and should have made the overall weight of the helicopter load lighter for this micro-mission rather than carrying items I thought I needed for the rest of the day's overall mission. I should have stored the extra fuel and personal gear I was carrying at the staging area. I could have also done with putting less fuel in the helicopter tanks at Coldfoot and made an extra fuel stop after this particular micro-mission. My trying to "plan too far ahead" got in the way of "setting myself up for success" on one part of the whole mission.

Wind: The light and variable wind conditions did not help. While I was able to turn into the wind when moving away from the first two LZs, the wind at the Third LZ, despite being within 150 vertical feet of the first two LZs, was such that it had a downward component, and from a direction and speed that did not allow me to get through ETL when turning away from the third prospective landing zone. Earlier recognition of this fact and spending more time to better interpret "nature's signals" could have given me a better advantage.

Power Management: Perform a "power check" earlier in the approach process by coming to an out-of-ground-effect hover with zero airspeed to determine the power available. Also, manually adding throttle to "assist" the governor earlier in the approach is pro-active and much easier than being re-active to the governor struggling to keep up with the power required to maintain steady engine and rotor RPM. Also, don't be shy when adding throttle to assist the governor. I was perhaps a little too gentle in adding throttle and worry about engine over-speed; I needed to be more assertive.

Over-pitched blades leading to low-rotor RPM: If I had to give my best educated guess as to the aerodynamics/physics of what lead to the accident, this would be it. Over-pitched blades create less overall lift and take much more power to move through the air.

Complacency: Which hazardous attitude am I guilty of? I would not have used this characteristic to describe me and/or my flying habits, but after the fact, maybe the shoe fit in this case. It is fair to say that I have done many landings similar to the one I was attempting, and some probably even more difficult. I could probably go back to that same spot and land the helicopter safely on the hillside. So maybe I am guilty of thinking that I have done it before many times, I can do it again without any problem. Wrong. For whatever reason or combination of reasons, some of which I could have controlled better, on this particular day, with the particular circumstances, I got behind on what the environment and helicopter were telling me and my options became more and more limited. At that point, I did the best I could.

Thankfully, no one got hurt. But rather than congratulate myself on doing some things right and making the best of a bad situation, I think my energy is better spent on making sure I never come close to repeating this or any potentially hazardous episode again.

The whole experience has been very humbling.

ADDITIONAL INFORMATION *(Please type or print in ink)*

Use this space if additional space is needed for any answers.

In response to the accident Chris Pysz experienced while flying Robinson R44 II helicopter N74713 on 06 June 2014 north of Wiseman AK, he has received remedial training from Quicksilver Air in the form of ground school and flight training.

Ground School

Discussions covered in detail causal elements that led to the accident, including:

Weight and Balance: Company policy and best practices of lightening the load of the helicopter at a staging area or alternate drop-off point prior to performing advanced maneuvers and landings.

Power Management: How to stay ahead of managing power by being proactive with the throttle and assisting the governor, which can lag.

OGE Hover and Power Checks: The importance and technique for performing an OGE Hover and determining if there is enough power to perform the landing in a desired area.

Situational Awareness: Reading cues that the environment gives you for wind speed and direction, including but not limited to: upturned tree leaves, cloud and cloud shadow movement, birds using updraft, rotor downwash on grasses and shrubs. Identifying wind and potential hazards in the vicinity before executing flight maneuver. Utilizing trained passengers as a crew resource to help in confined landing zones.

Ground school was conducted over several days from 6/18–22 for a total of 8 hours.

Flight Training

Chris Pysz received remedial flight training totaling 0.5 hours as an observer flying and landing in the vicinity of the accident, and 2.5 hours of advanced flight training that included:

Putting the above Ground School topics into practice while performing multiple recons, approaches and landings in challenging mountain and valley terrain;

Recreating the in-flight scenario encountered that lead to the accident and performing multiple one-toe-ins with low rotor RPM. Maneuver continued with one skid toe contacting the sloped ground, recovering the RPM, reading environmental cues, and moving through ETL into safe flight.

Chris Pysz performed all maneuvers safely and competently. I feel he has received adequate and is fit to return to his piloting duties with Quicksilver Air.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

06/18/2014

mm/dd/yyyy

Signature and Name of Pilot/Operator

Signature: _____

Type or Print Name: Christopher J Pysz**Signature and Name of Person Filing Report if Other than Pilot/Operator**

Signature: _____

Type or Print Name: _____

Title: _____

FOR NTSB USE ONLY**NTSB Accident/Incident No.**
ANC14CA042**Reviewed by NTSB Regional Office**
Anchorage, AK**Name of Investigator**
C. Shaver**Date Report Received**
6/18/2014

From: [Chris Pysz](#)
To: [Shaver Chris](#)
Cc: [Quicksilver Air](#)
Subject: Updated report
Date: Thursday, June 26, 2014 7:41:45 AM
Attachments: [NTSB AccidentReport ChrisPysz2.pdf](#)

Chris,

Attached is the updated NTSB Accident Report INRE the accident I was involved in on 18 June 2014 in Robinson R44 Helicopter N 74713. I have completed the form personally and can attest to the accuracy to the best of my knowledge.

Please let me know if I can be of further assistance.

Chris

Chris Pysz, Pilot, Quicksilver Air, [REDACTED] Fairbanks AK 99709, [REDACTED]