

ACCIDENT REPORT

23 December 2012

Robinson Helicopter R22, S/N 1151, registration N27AT

Total hours since new: (2,552.7 + 1,100.0)	3,652.7 hrs. as of 27 Feb 2012
Completion of overhaul:	18 November 2002
(a) At RHC factory Yes/No	Yes
(b) Name of Service Center	RHC
(c) Hours since overhaul	1,125.0 hrs. approximately

Insurance: Pathfinder Policy P8750, 20 March 2012 – 22 March 2013

Owner: Arlen Johnson and Trygve Svärd

Accident date: 23 December 2012 at 10:30 AM at [REDACTED] Corcoran, MN 55374

Pilot: Trygve Svärd – approx. 698 hours of flying time in R22

Weather: Checked at <http://www.aeroplanner.com> prior to flight, incl. TFR = perfect conditions!

Accident Report.

I completed a full pre-flight, including washing the rotor blades from bugs before the flight. Flew for approximately 10 minutes and circled the planned landing area to observe the specific spot to land. Have landed at the same place many times before, but then on grass. This time there was a cement base (future pole barn garage) readied which was shoveled from snow about ½ of its total size. There was a trailer parked on the west side of the cement pad. The south side on the east side (away from the trailer) seemed to be a safe and good place to land.

There was snow covered blankets on the north side of the cement base, and I noticed that there were timbers and stones on-top of the blankets as I came in from the north for a landing. I stopped in the air approximately 10 feet above the cement to assure myself that the blankets would not move from the downwash. Very small amounts of non-frozen snow whirled around, and I deemed the south clear cement area a safe place to land.

Note that we had received 12" of snow 2 weeks ago, and then a few days thereafter a major rainstorm. The temperatures had been below freezing since then, and today was 9F, so the remaining snow was frozen solid.

I set down in the south east corner very gently, and approximately 28 feet away from the parked trailer. To me a safe distance from the trailer. As I was waiting for engine cool-down, and as I got the check-list out for shut-down, I experienced a turn counterclockwise 30 – 40 degrees. I made sure the collective was all the way down and did a pedal movement to see if the helicopter would move back. It did not move! As I neutralized the pedals the helicopter started to spin even further. And it went so quickly that I do actually not remember what I did except making sure there was no collective input. I wanted the helicopter to sit on the ground!

It rotated 3 turns – based on witness reports – and then the tailboom hit the trailer, and the main rotors also hit the top of the trailer. At this time the entire cockpit got busted up as the transmission ripped the fuel tanks and landed on the passenger seat just next to me. Fuel must have doused me as I was on fire. I loosened the safety belt and jumped out as the doors were broken off. I had to quickly remove my burning down jacket (nylon covered!) and also my wool sweater also being on fire.

I sustained burned eye brows and hair on my head as well as my wool slacks had a hole burnt in the back. Witness told me that I was tumbled around quite a bit and my neck is also very sore.

My son, who lived at the place I landed, called the fire department and many police cars, fire trucks, and one ambulance arrived. I was checked out and released by the ambulance staff as I felt I wanted to stay at the scene.

Our flight logbook as well as my personal log book were totally burnt up inside the helicopter and left only black charred remains. An iPhone5 (brand new S/N F2NJPRK1F8H2) as well as a Bluetooth adapter (BlueLink S/N 1678) together with 2 Bose headsets were destroyed by the fire. 2 pair of optical glasses (one pair of sunglasses and one pair of transitional glasses) and my wallet, and one pair of leather gloves were also destroyed by the fire. The Helicopter also had a Garmin 295 GPS unit in the cockpit totally destroyed by the fire.

The City of Corcoran police took a deposition and their case number is #12011395. Contact:

Corcoran Police Dep't.

[REDACTED]

Corcoran, MN 55340

Officer [REDACTED], Steve Warren, Phone: [REDACTED]

Shortly thereafter the Hennepin County Sheriff Department arrived with several vehicles and a Detective took my deposition:

Bill Gottwald

Phone: [REDACTED]

[REDACTED]

Minneapolis, MN 55415

Shortly thereafter the FAA Inspector arrived and also took my deposition:

Dennis Beattic

Phone: [REDACTED] office, cell [REDACTED]

On Monday 24 December at 9:30 AM the wreck was picked up by a salvage company per request by FAA. I had no say on this. The wreck was brought to Airlake Airport, MN for storage by.

Wentworth Aircraft Inc.

[REDACTED]

Minneapolis, MN 55407

Brett Williams,

Steve Wentworth,

Phone: [REDACTED]

Phone: [REDACTED]

Phone: [REDACTED]

A 30 foot trailer was damaged upon impact by the helicopter. From what I have been told, it has side damage from the tail rotor blades, and top roof and side damage from the main rotor blades, and melted electrical wiring inside from the heat. It also has shelving inside which has been broken loose by the rotor impact.

Additional property of the home owner was damaged by flying debris, including garden equipment and a stairway.

Pictures:



I landed on the right side of the cement base on the cleared area (approx. an equal distance to the right of the 2 persons in the picture as to where the helicopter is on the picture), and spun around initially 1/8 turn, and then an additional 3 times towards the trailer before the impact. The witness (2 people) in the home where this picture was taken never saw anything blowing or flying into the tail rotors, which can have been expected to have caused a rotating problem. The fuel tanks were ½ full and must have had approximately 16 – 18 gallons of fuel remaining. A fire ball (where I was inside) erupted.



Shows the tail rotor impact in several areas below the front door lock, plus the rotor impact on the top in addition to the scorched side from the heat.

What is on the ground is water and foam used by the fire department to extinguish the major fire. It was clear cement when I landed.



One of the main rotorblades damaged a stair and a garden device as it flew 90 feet away. It is lying between the stairs and the blue small ladder also damaged. The bolt must have sheered!



Trying to recover the flight log as well as my personal log book, but burnt totally. I am a lucky survivor when I see where the transmission landed after the impact.



The remains of my burnt down vest and my wool sweater can be seen here!





Part of the 10 pictures required per the policy!

Sincerely

Trygve Svard

██████ ██████████

Minneapolis, MN 55442

Ph. ██████████