

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

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

BASIC INFORMATION

Accident/Incident Location Nearest City/Place: <u>DOUGLAS</u> State: <u>WY</u> ZIP: <u>82633</u> Country: <u>USA</u> Latitude: _____ (00:00:00 N/S) Longitude: _____ (000:00:00 E/W)		Date/Time Date: <u>06/08/2017</u> Local Time: <u>0820</u> mm/dd/yyyy Time Zone: <u>MOUNTAIN DAYLIGHT</u>	
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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 <u>LESS THAN</u> <u>50'</u> ft MSL
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WEATHER INFORMATION AT THE ACCIDENT SITE

Weather Observation Facility Facility ID: <u>DCW AGOS</u> Observation Time: _____ Time Zone: <u>MOUNTAIN DAYLIGHT</u> Distance from Accident Site: <u>3.4</u> NM Direction from Accident Site: <u>2050</u> degrees MAG	Source of Weather Information (Check all that apply) ☐ National Weather Service ☐ Company ☐ Flight Service Station ☐ Military ☐ TV/Radio ☐ Internet ☒ Automated Report ☐ Unknown ☐ Commercial Weather Service (DUATS)	Method of Briefing (Check all that apply) ☐ In Person ☐ Teletype ☐ Telephone/Computer ☒ Aircraft Radio ☐ TV/Radio ☐ Unknown
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Briefing Type/Completeness ☐ Full ☐ Abbreviated ☒ Partial / Limited By Pilot ☐ Unknown ☐ Partial / Limited By Briefer ☐ Not Pertinent	Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☒ Day ☐ Night ☐ Bright Night ☐ Not Reported	Visibility <u>> 10</u> miles
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Sky/Lowest Cloud Condition ☐ Clear ☐ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☒ Unknown ☐ Scattered	Ceiling ☐ None (clear) ☐ Obscured ☒ Broken ☐ Indefinite ☐ Overcast ☐ Unknown	Restriction to Visibility (Check all that apply) ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown
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Wind Direction ☐ Indicated: _____ degrees MAG ☒ Variable	Wind Speed Velocity: <u>3</u> KTS -or- ☐ Calm ☐ Light and Variable	Wind Gusts Velocity: _____ KTS ☐ Gusting ☒ Not Gusting	Type of Turbulence (Check all that apply) ☒ None ☐ In Clouds ☐ Clear Air ☐ Vicinity of Thunderstorm Severity of Turbulence ☐ Extreme ☐ Moderate ☐ Light ☐ Severe ☐ Moderate Chop
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NOTAMS (D, L and FDC), AIRMETS, SIGMETs, PIREPs in effect at the time of the accident

NONE

I CANNOT ACCESS HISTORICAL ASDS DATA
PILOTS RECOLLECTION USED IN STATEMENT

Temperature: _____ (C) or _____ (F) Altimeter Setting: _____ in. HG or _____ MB Density Altitude: _____ ft Dew Point: _____ (C) or _____ (F)	Icing Forecast <table style="width: 100%;"> <tr> <th style="text-align: center;">Amount</th> <th style="text-align: center;">Type</th> </tr> <tr> <td>☒ None ☐ Moderate</td> <td>☐ Rime</td> </tr> <tr> <td>☐ Trace ☐ Severe</td> <td>☐ Clear</td> </tr> <tr> <td>☐ Light</td> <td>☐ Mixed</td> </tr> </table>	Amount	Type	☒ None ☐ Moderate	☐ Rime	☐ Trace ☐ Severe	☐ Clear	☐ Light	☐ Mixed	Type of Precipitation (Check all that apply) ☒ None ☐ Drizzle ☐ Rain ☐ Ice Pellets ☐ Snow ☐ Snow Pellets ☐ Hail ☐ Snow Grains ☐ Rain Showers ☐ Ice Crystals ☐ Freezing Rain ☐ Ice Pellets Shower ☐ Snow Shower ☐ Freezing Drizzle
Amount	Type									
☒ None ☐ Moderate	☐ Rime									
☐ Trace ☐ Severe	☐ Clear									
☐ Light	☐ Mixed									
Icing Actual <table style="width: 100%;"> <tr> <th style="text-align: center;">Amount</th> <th style="text-align: center;">Type</th> </tr> <tr> <td>☒ None ☐ Moderate</td> <td>☐ Rime</td> </tr> <tr> <td>☐ Trace ☐ Severe</td> <td>☐ Clear</td> </tr> <tr> <td>☐ Light</td> <td>☐ Mixed</td> </tr> </table>			Amount	Type	☒ None ☐ Moderate	☐ Rime	☐ Trace ☐ Severe	☐ Clear	☐ Light	☐ Mixed
Amount	Type									
☒ None ☐ Moderate	☐ Rime									
☐ Trace ☐ Severe	☐ Clear									
☐ Light	☐ Mixed									
Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy										

AIRCRAFT INFORMATION									
Manufacturer: <u>ROBINSON HELICOPTER CO</u> Model: <u>R 44 II</u> Serial Number: <u>13973</u> Registration Number: <u>N590EG</u> Amateur-built: ☐ Yes ☒ No					Max Gross Weight: <u>2500</u> lbs Weight at Time of Accident: <u>2412</u> lbs Location of Center of Gravity at Time of Accident: <u>1st Limit</u> 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: _____ Cabin Crew: _____ Passengers: _____		Landing Gear ☐ Retractable Check any additional landing gear configuration that applies: ☐ Tricycle ☐ Tailwheel ☐ Amphibian ☐ High Skid ☐ Emergency Float ☒ Skid ☐ Float ☐ Ski ☐ Hull ☐ Ski/Wheel ☐ Unknown			
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>02/24/2017</u> <i>mm/dd/yyyy</i> Airframe Total Time: <u>112.9</u> hrs hours measured at <i>(check one)</i> ☐ Last Inspection ☒ Time of Accident			
IFR Equipped ☐ Yes ☒ No ☐ Unknown			Stall Warning System Installed ☐ Yes ☒ No ☐ Unknown			Type of Fire Extinguishing System ☒ None ☐ Specify _____			
ELT Installed ELT Activated ☐ Yes ☒ No ☐ Yes ☐ No			ELT Manufacturer: _____ Model/Series: _____ Serial Number: _____ Battery Type: _____ Battery Exp. Date: _____						
ELT Aided in Locating Accident / Incident ☐ Yes ☒ No									
Engine Type ☒ Reciprocating ☐ Turbo Jet ☐ Turbo Shaft ☐ Turbo Fan ☐ Turbo Prop ☐ Unknown		Reciprocating Fuel System Type ☐ Carburetor ☒ Fuel Injected		Propeller <u>N/A</u> ☐ Fixed Pitch Manufacturer: _____ ☐ Controllable Pitch Model: _____					
Engine	Engine Manufacturer	Engine Model/Series	Manufacturing 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	<u>LYCOMING</u>	<u>IO-540-AE1A5</u>	<u>L-36959-98E</u>	<u>UNKNOWN</u>		<u>112.9</u>	<u>40.2</u>	<u>NA</u>	
Eng. 2									
Eng. 3									
Eng. 4									
OWNER/OPERATOR INFORMATION									
Registered Aircraft Owner Name: <u>WAGGAMOUND LAND & LIVESTOCK CO. LLC</u> Fractional Ownership Aircraft: ☐ Yes ☒ No					Owner Address City: <u>DAUGLAS</u> State: <u>WY</u> ZIP: <u>82633</u> Country: <u>USA</u>				
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 <u>3</u> 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: _____ Middle Initial: _____ Last Name: _____		City: _____ State: _____ ZIP: _____ Country: _____
Pilot of Other Aircraft		
First Name: _____ Middle Initial: _____ Last Name: _____		City: _____ State: _____ ZIP: _____ Country: _____
AIRPORT INFORMATION (If the accident 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 ☐ Sideslip ☐ 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		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
Runway/Landing Surface (Check all that apply) ☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water ☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown ☒ Dirt ☐ Ice ☐ Snow		
FLIGHT ITINERARY INFORMATION		
Last Departure Point Airport ID: <u>NON AIRPORT/RURAL</u> City: <u>WAGONHOUND RANCH</u> State: _____ Country: _____	Time of Departure Time: <u>0800</u> Time Zone: <u>MDT</u> <u>DAYLIGHT</u>	Destination Airport ID: <u>NON AIRPORT/RURAL</u> City: <u>WAGONHOUND RANCH</u> State: <u>WY</u> Country: <u>USA</u>
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		
Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No		

Airspace where the accident 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)		Fuel Type		
<u>33</u> Gallons		☐ 80/87	☐ 115/145	☐ JP3
		☒ 100 Low Lead	☐ Jet A	☐ JP4
		☐ 100/130	☐ Automotive	☐ JP5
Other Services, if Any, Prior to Departure <u>NONE</u>				
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		Aircraft Fire		Aircraft Explosion
☐ None	☒ Substantial	☒ None	☐ Both Ground and In-Flight	☒ None
☐ Minor	☐ Destroyed	☐ In-Flight	☐ Unknown Origin	☐ In-Flight
		☐ On-Ground		☐ On-Ground
Description of Damage to Aircraft and Other Property (use additional sheet if necessary) <u>FAILED LANDING GEAR SKID, TAIL BOOM SEVERED BY ROTORBLADE, ROTOR BLADES DESTROYED, PRIMARY FRAME DAMAGED/DISTORTED IN ROLLOVER, UNKNOWN DAMAGE TO ROTATING COMPONENTS DUE TO SUDDEN STOPPAGE.</u>				
EVACUATION OF AIRCRAFT				
Was an emergency evacuation of the aircraft performed? ☒ Yes ☐ No				
Method of Exit – Describe how the occupants exited and how many occupants evacuated each location <u>DESCRIBED IN DETAIL IN PILOTS' STATEMENT. EXIT REQUIRED CLIMBING OUT R/H DOORS (VERTICAL CLIMB) AIRCRAFT FUSELAGE ON IT'S SIDE LEFT SIDE DOWN.</u>				

PILOT "A" INFORMATION

Pilot "A" Responsibilities at the Time of Accident

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

Pilot "A" Identification

First Name: ERNEST City: LAME CREEK
 Middle Initial: S. State: WY ZIP: 82222
 Last Name: GIBBENS Country: USA

Age at time of Accident: 66 Date of Birth: mm/dd/yyyy 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>12/05/2016</u> mm/dd/yyyy
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Medical Certificate Limitations

MUST HAVE AVAILABLE GLASSES FOR NEAR VISION.

Medical Certificate Waivers

NONE

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

03/15/2017
 mm/dd/yyyy

Flight Review Aircraft

Make: CESSNA
 Model: T182

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 ☒ Airplane Single-Engine ☒ Airplane Multi-Engine ☒ Gyroplane ☐ Powered Lift ☒ Instrument Airplane ☒ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport
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Type Ratings

NONE

Student Endorsements (Include dates)

N/A

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	17,457	4848	11,785	1436	252	20	100	5501		
Pilot in Command (PIC)	17,038	4750	11,650	1400	252	20	15	5400		
Time as Instructor	929	50	839	20	40		40	70		
This Make/Model					3.5					
Last 90 Days	129	80	16	32						
Last 30 Days	33	26	4	3						
Last 24 Hours	1	1	—	—						

N/A

PILOT "B" INFORMATION**Pilot "B" Responsibilities at the Time of Accident**
☐ 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: _____ Date of Birth: _____ mm/dd/yyyy Certificate Number: _____

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 mm/dd/yyyy
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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 ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ 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										
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 Injury	Serious Injury	Minor Injury	No Injury	Unknown		
First Name: <u>LARRY</u> City: <u>LENEXA</u> Middle Initial: <u>J.</u> State: <u>KANSAS</u> ZIP: <u>66215</u> Last Name: <u>LUST</u> Country: <u>USA</u>						LF	☐	☒	☐	☐	☐	☐	☐	☐	☒	☐		
First Name: <u>KATHY</u> City: <u>LENEXA</u> Middle Initial: _____ State: <u>KANSAS</u> ZIP: <u>66215</u> Last Name: <u>LUST</u> Country: <u>USA</u>						LR	☐	☒	☐	☐	☐	☐	☒	☐	☐	☐	☐	
First Name: <u>GREGORY</u> City: <u>DOUGLAS</u> Middle Initial: <u>A</u> State: <u>WY</u> ZIP: <u>82633</u> Last Name: <u>RICHEIDIFFER</u> Country: <u>USA</u>						RR	☐	☒	☐	☐	☐	☐	☐	☒	☐	☐	☐	☐
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, circumstances leading to accident and nature of accident. Describe terrain and include sketch of wreckage distribution if pertinent. Attach extra sheets if needed. State point of departure, time of departure, intended destination and services obtained.

SEE ATTACHED 5 PAGE TYPED
STATEMENT. EACH PAGE INITIALED / DATED
CERTIFICATION STATEMENT ON PAGE 11
APPLIES TO THIS STATEMENT.

RECOMMENDATION (How could this accident have been prevented?)

Operator/Owner Safety Recommendation

DON'T TAKE A CALM WIND INDICATION FOR GRANTED IN
EASTERN WYOMING.

Statement of E. Scott Gibbens, Pilot Cert# [REDACTED]

N590GG

Helicopter Landing Accident, Douglas, Wy. , June 8, 2017

On June 8, 2017, I was employed by Wagonhound Land & Livestock Co. to fly their Robinson R44 Raven II helicopter.

The "mission" for the day was to take 2 guests at the Wagonhound for an aerial tour of the various areas on the ranch. Owner Art Nicholas informed me the guests were particularly interested in farming and livestock operations on and near the North Platte River near Douglas.

Greg Richendifer is a Wagonhound employee in charge of many of those operations, and was to accompany me on the first part of the trip to help conduct the tour. (Greg and I had flown together several times before, and he was familiar with, and comfortable in the R44.)

Greg and I met at Converse Co. Airport shortly after 7:00 AM, moved the ship out of the Wagonhound hangar, preflighted the helicopter, ran it up, and air-taxied to the FBO fuel pump.

I topped off both tanks with AvGas. During that preflight preparation, and our subsequent departure southbound (about 7:30 AM), weather at Douglas was calm wind, high broken clouds, unlimited visibility.

We flew to our passenger pick-up destination at the Wagonhound HQ Lodge (about 25 miles). We landed on a gravel roadway next to the Lodge. There, we discovered a fairly steady west wind of an estimated 12 to 15 knots. The aircraft was shut down to meet and board the passengers.

We met passengers Larry and Kathy Lust, conducted an appropriate passenger briefing, started up, did a west take-off, and a turn southeast -bound.

On crossing the first of two small east-west mountain ridges, we experienced some light turbulence, consistent with our surface winds and 600-800 agl altitude.

While crossing the 2nd ridge, and descending to our sight-seeing destination in the river valley, I don't recall any further turbulence. I maneuvered around the stockyard known as River Ranch (southeast of Douglas) at about 500' AGL, while Greg explained features of the ranch and nearby irrigated farm fields.

We spent probably 10 -12 minutes in that immediate area showing various sights, then headed west. Since I was crossing the south side of Douglas proper, I climbed to about 1000 AGL. I listened briefly to the Douglas ASOS, noted surface winds reported as "variable at 3 knots." I monitored Douglas CTAF as we continued westward.

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5/23/17
[REDACTED]

When we reached the Wagonhound holdings upriver from Douglas, I again descended as Greg pointed out and described the various farming ops on the surface. I maneuvered through several circles (about 300-500' AGL) to help him point out crop status, farm fields, buildings, irrigation machinery, settling ponds, etc. In the course of that flying, I watched trees, pond surfaces, and ground track - all of which indicated calm wind conditions within 2-3 miles from the eventual landing destination.

We then flew over and circled the cattle feedlot, known as "Morton", looking at the cattle, pens, outbuildings and barn. In addition to the normal personnel (horseback, on foot, and in vehicles, ^{there} ~~there~~ was quite a bit of construction work going on at the site, involving vehicles, dirt-working equipment, and workers adjacent to the stockyard.

My passengers wished to land, and visit a cattle breeding facility located in the buildings. There was a large open, graded level site (I estimated over an acre in area.) I judged the wind to be calm there, so I chose an approach path that avoided the barn, and headed away from the various work crews, with a planned touchdown spot near the middle of the clearing, near some stored water tanks. When established on final, I noted rows of "grade stakes" (four foot stakes with surveyor tape suspended motionless) all along both sides and beyond my touchdown point.

During the final approach phase, all power and glidepath indications were normal, and the last airspeed indication I remember was 30 kt. about 100' AGL. At somewhere below 50' AGL, I experienced a sudden abrupt sinking (high rate of descent). In the course of control inputs to maintain direction and landing attitude, I got significant tach needle droop, and low RPM light and warning horn. There was no time or altitude to lower collective and regain RPM.

The helicopter hit the ground fairly level, with some forward travel, and excessive rate of descent. The left skid failed, and the ship rolled to the left side.

I was aware the engine was still running after impact, and I thought about pulling the mixture to idle cut-off, but the engine died before I got to that, and I'm not sure if I ever pulled the mixture. Warning horns, lights, and other electrics were still blaring, so I shut off the master switch, to no effect.

I could see my left-seat passenger Larry apparently free, and moving around below me, and Greg likewise in the right seat behind me. I could hear Kathy crying and moaning in the left rear seat position.

My pilot's side door opened properly, and with the console and/or collective for footing, I was able to climb UP and out of the right front door. Bystanders and observers were already at the site to offer helping hands to Greg and I for climbing out of the aircraft.

I'm not sure if Greg got out of the A/C immediately. By the time I got around the other side (top

of cabin) I think Greg was standing inside the rear cabin as we checked to make sure Kathy was free, and we tried to help her get out. I think I remember Larry was still inside the left front seat area, reaching back over the seat back to assist his wife.

It was clear that Kathy was in pain, and didn't want us to raise her by her arms. Someone told us that the ambulance was enroute or nearby, so we decided to wait for their assistance.

I went back around the ship, and the ambulance crew got there almost immediately.

I didn't smell or see any evidence of fuel leakage, but the warning horns, and clutch motor were still making a racket. With the aircraft lying on the left side, I had a clear view from the open bottom of the engine compartment. Rather than hunt for tools, I found a way to reach the ground terminal on the battery and I broke off the terminal lug with my Gerber pliers. That silenced the electrical noise (to reduce risk of fire in the aft cabin / engine compartment.)

By that time, I saw that an EMT had done a quick exam of Kathy in place, and determined she was OK to move. Lifting her vertically was causing lots of pain, so somebody made the decision to try to lift the aircraft back to the "level" position. Lots of manpower was available, with sheriff's deputies, EMTs, firemen, cowboys and construction workers on the rotor mast, and several of us on the right skid side, the ship was rolled partially upright (left skid was broken, but usable for that purpose).

Kathy was evacuated out the right rear door, and moved away from the helicopter. The EMTs conducted a thorough exam, and begin diagnosing and applying first aid to her injuries.

The other two passengers and I were ^{PROMPTLY}~~promptly~~ examined for injuries and warned about potential delayed after-effects. Fortunately, as far as I know, Larry, Greg, and I haven't experienced any adverse physical after-effects.

I can't judge the actual time passage - lot's of things happened pretty fast. While I was reaching in the engine compartment, I became aware of a pretty stiff wind, blowing from the Northwest - a downwind condition for the approach I'd just flown.

I looked at my watch about 8:30, and guessed we'd been down about 10 minutes. The collective-actuated Hobbs showed .6 hours flight time since we'd departed Douglas airport.

I spent nearly two-hours at the site, and the wind blew continuously the whole time I was there - all from the same direction - my estimate, 15+ knots, with higher gusts. The flagging on the grade-stakes all around the landing site graphically indicated the direction and velocity of the wind - in stark contrast to the "limp"/ no-wind condition I saw from the windshield on short final approach.

With two hours of "soak-time" on-site after the event, and hundreds of mental replays, I believe

my approach was ruined by an advance gust of of wind, at exactly the wrong time and direction.

The effect was the same as a classic "wind shear", although I'm not sure that exactly fits the conditions I experienced over the approach to final and descent. I recall NO wind indications at ANY altitude as I maneuvered in the landing pattern or on the landing zone ahead of me.

I'm aware of the phenomena of a down-stream wind burble from buildings and terrain. I discount the one large barn, because my distance and alignment was well-clear of that.

There is a significant geographic ridge upwind of my landing area, but it's a substantial distance away, and I believe we'd have seen some dust blowing in the area of the dirt-work in progress.

I haven't interviewed any witnesses, but my friend and passenger Greg commented that he clearly recalls the motionless flags in our landing area. He was as surprised as I was at the stiff wind blowing when we got out of the helicopter.

about the Robinson R-44

The diagonal "over-the-shoulder" automotive- type seat belts may have prevented forward acceleration, but offered no stability or security from the lateral deceleration when the ship rolled on it's left side. From what I saw in the first few seconds, Larry, Greg, and I were all pretty much thrown clear of the shoulder harness. My seatbelt latch held ok, I had to release it to get loose. I seem to recall that we had to release Kathy's belt latch, but her injuries suggest her shoulder harness didn't help her as much as it should.

I remember lot's of grumbling by Robinson operators when they had to retrofit the crash-resistant fuel tank liners in older models, and of course, this one was so equipped by the factory. I remember consciously thinking about that while I was standing there with a dozen or so rescuers as the damaged helicopter was still cooling down.

I was surprised that I couldn't shut down the runaway electrics with the master switch. I suspect that some solenoid got damaged or shorted in the hard landing. I hadn't thought about an emergency electrical shut-off procedure - maybe it's been published somewhere. That's probably worth some discussion among people that fly and work around them.

As to the ship's performance, I don't think that was an issue here. The R44 is pretty much in a class by itself among light piston helicopters. I'm very comfortable that the limitations, instructions and training promoted by Robinson are more than adequate. Loading, density altitude, and weather are factors we deal with regularly around here. If high performance operations, or adverse conditions are in play, we adjust loads, time-of-day, etc. to provide the necessary safety margin. The manufacturer constantly reviews normal and new techniques ,

updates as necessary , and disseminates to their users as well as anyone in the industry.

I'm pretty sure if unexpected and dangerous conditions suddenly stack up as they did on us, a different machine wouldn't have helped.

Scott Gibbens

Lance Creek, Wy

6/14/2017

ADDITIONAL INFORMATION (Please type or print in ink)

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

FIVE PAGE PILOT STATEMENT PRECEDES
THIS PAGE.
CERTIFICATION STATEMENT BELOW APPLIES TO
MY INSERTED PAGES.
[REDACTED]

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report**06/23/2017
mm/dd/yyyy**Signature and Name of Pilot/Operator**

Signature: [REDACTED]

Type or Print Name:

E. SCOTT GIBBENS

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.**

CEN17LA219

Reviewed by NTSB Regional Office

Denver, CO

Name of Investigator

Craig Hatch

Date Report Received