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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# CEN12LA126	01/06/2012 1600 MST	Regis# N127AK	Somerset, CO	Apt: Abbott Ranch Airstrip PVT
Acft Mk/Mdl AVIAT A1-B		Acft SN 2059	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
			Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: PILOT		Opr dba:		Aircraft Fire: NONE

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## Narrative

On January 6, 2012, about 1600 mountain standard time, an Aviat Aircraft Inc A-1B, N127AK, nosed over when it struck a snow drift during takeoff roll on a snow covered runway at a private airstrip near Somerset, Colorado. The certificated commercial pilot was uninjured. The airplane sustained substantial damage. The airplane was operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed and a flight plan had not been filed for the flight destined for Montrose Regional Airport, Montrose, Colorado.

# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# CEN11CA633	09/05/2011 1910 CDT	Regis# N742LB	Damon, TX		
Acft Mk/Mdl BEECH 95-B55 (T42A)		Acft SN TC-1963	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470 SERIES		Acft TT 3745	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name: MARK W MILLIS		Opr dba:		Aircraft Fire: NONE	
				AW Cert: STN	

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## Summary

The airplane was in level cruise flight, about 2,300 feet above ground level, when both engines experienced a simultaneous complete loss of power. The pilot reported he was unable to restart either engine and established a glide for an emergency landing on a county road. During the landing, the airplane impacted thick mesquite bushes about 150 feet short of the intended landing spot and sustained substantial damage to the fuselage and both wings. The pilot reported that he failed to notice that the fuel selector for the right engine was in the "cross feed" position and that both engines were using fuel from the left fuel tank until the fuel in the left tank was depleted. Approximately 35 gallons of fuel was observed in the right fuel tank after the accident.

## Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's improper fuel management during cruise flight, which resulted in a total loss of engine power due to fuel starvation.

## Events

1. Prior to flight - Aircraft inspection event
2. Enroute-cruise - Fuel starvation
3. Enroute-cruise - Loss of engine power (total)
4. Emergency descent - Off-field or emergency landing
5. Emergency descent - Collision with terr/obj (non-CFIT)

## Findings - Cause/Factor

1. Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C
2. Personnel issues-Action/decision-Action-Lack of action-Pilot - C
3. Personnel issues-Psychological-Personality/attitude-Complacency-Pilot

## Narrative

The airplane was in level cruise flight, about 2,300 feet above ground level (agl), when both engines had a simultaneous complete loss of power. The pilot reported he was unable to restart either engine and established a glide for an emergency off field landing on a county road. The airplane impacted flat terrain in thick mesquite bushes about 150 feet short of the intended landing spot and sustained substantial damage to the fuselage and both wings. The pilot reported that he had failed to notice the fuel selector for the right engine was in the "cross feed" position and that both engines were using fuel from the left fuel tank until the fuel in the left tank was depleted. Approximately 35 gallons of fuel were found in the right fuel tank after the accident.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR11CA339	07/20/2011 1030 PDT	Regis# N1375X	Watsonville, CA	Apt: None N/A
Acft Mk/Mdl BELL 47G-5		Acft SN 7840	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING VO-435 SERIES		Acft TT 8224	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 137
Opr Name: GOMES FARM AIR SERVICE INC		Opr dba:		Aircraft Fire: NONE

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## Summary

During an aerial application flight, the pilot was spraying water on a field to wash the hopper tank for the next load of chemicals. During the second pass, the pilot attempted to clear a wire that ran perpendicular to his flight path by descending beneath it at an altitude of approximately 5 feet. The pilot reported that the outer end of one main rotor blade struck the pole and the helicopter impacted the ground and rolled over.

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## Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's failure to maintain clearance from a pole while maneuvering during an aerial application flight.

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## Events

1. Maneuvering-low-alt flying - Low altitude operation/event
  2. Maneuvering-low-alt flying - Collision with terr/obj (non-CFIT)
- 

## Findings - Cause/Factor

1. Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C
  2. Environmental issues-Physical environment-Object/animal/substance-Pole-Response/compensation - C
- 

## Narrative

The pilot was spraying water on a field to wash the hopper tank for the next load of chemicals. On the second pass the pilot attempted to clear a wire that ran perpendicular to his flight path by descending beneath it at an altitude of approximately 5 feet. The pilot reported that the outer end of one main rotor blade struck the pole and the helicopter hit the ground and rolled over.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# CEN11LA595	08/25/2011 1245 CDT	Regis# N72688	Monmouth, IL	Apt: Monmouth Municipal Airport C66
Acft Mk/Mdl CESSNA 140		Acft SN 9864	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL C85-12		Acft TT 2806	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: THOMAS R. ARTHUR		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

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## Narrative

On August 25, 2011, at 1245 central daylight time, a Cessna model 140 airplane, N72688, was substantially damaged while landing at Monmouth Municipal Airport (C66), Monmouth, Illinois. The pilot was not injured. The airplane was registered to and operated by the private pilot under the provisions of 14 Code of Federal Regulations Part 91. Day visual meteorological conditions prevailed for the flight, which was operated without a flight plan. The local flight departed at 1200.

The pilot reported that he was landing the tailwheel-equipped airplane on runway 2 when the accident occurred. The airplane's tail inadvertently became airborne during the landing roll, and he was unable to regain control before the airplane nosed over. The airplane slid for several yards before coming to rest upside down on the runway centerline facing the opposite runway heading. The fuselage, vertical stabilizer, and rudder were substantially damaged during the accident. The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded the normal operation of the airplane. The pilot stated that he likely landed with a tailwind and that the accident could have been prevented had he visually ascertained the wind direction and speed from the airport's wind sock before landing.

The nearest aviation weather observation station with recorded historical weather information was at Galesburg Municipal Airport (KGBG), about 10.5 miles east of the accident site, which was equipped with an automated surface observing system (ASOS).

At 1235, the KGBG ASOS reported the following weather conditions: wind 330 degrees at 7 knots; visibility 10 miles; sky clear; temperature 28 degrees Celsius; dew point 11 degrees Celsius; altimeter setting 30.04 inches of mercury.

A review of historical wind data indicated that the prevailing wind had been from the north-northwest between 4 and 7 knots during the previous four hours.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR11CA473    09/29/2011 1230 PDT    Regis# N6308Q    Scappoose, OR    Apt: Scappoose Industrial Airpark SPB  
Acft Mk/Mdl CESSNA 152    Acft SN 15285227    Acft Dmg: SUBSTANTIAL    Rpt Status: Unk    Prob Caus: Pending  
Eng Mk/Mdl LYCOMING O-235-L2C    Acft TT 9524    Fatal 0    Ser Inj 0    Flt Conducted Under: FAR 091  
Opr Name: HILLSBORO AVIATION INC    Opr dba:    Aircraft Fire: NONE

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## Summary

According to the student pilot, while on final approach, the airplane was slow, and she added power while reducing the pitch. When the airplane reached the runway, it was higher than normal, so she reduced the power to idle. The airplane bounced upon touchdown. During the third bounce, the propeller impacted the runway. A postaccident examination revealed several bent longerons and deformation of the firewall. The student pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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## Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The student pilot's improper flare, which resulted in a bounced landing from which she was unable to recover.

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## Events

1. Landing-flare/touchdown - Hard landing
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## Findings - Cause/Factor

1. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Landing flare-Not attained/maintained - C
  2. Personnel issues-Task performance-Use of equip/info-Aircraft control-Student pilot - C
- 

## Narrative

The student pilot submitted a written statement. After departing to a nearby airport for solo landing practice, she determined the appropriate landing direction to maintain consistency with the other traffic at the airport. While on final, the airplane was slow and the student added power while reducing the pitch. When the airplane reached the runway, it was higher than normal, she reduced the power to idle, and the airplane bounced three times. During the bounces, the propeller impacted the runway. Post accident examination revealed several bent longerons and deformation of the firewall. The student reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# CEN12TA122	01/03/2012 2145 CST	Regis# N54872	Conroe, TX				
Acft Mk/Mdl CESSNA 172P		Acft SN 17275074	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending		
Eng Mk/Mdl LYCOMING		Acft TT 4757	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091		
Opr Name: CIVIL AIR PATROL, INC.		Opr dba:			Aircraft Fire: NONE		
					AW Cert: STN		

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## Narrative

On January 3, 2012, about 2145 central standard time, the pilot of a Cessna 172P, N54872, made a forced landing on a street in Conroe, Texas, after the engine lost power. The pilot, the sole occupant on board, was not injured. The airplane was substantially damaged. The airplane was registered to and operated by the Civil Air Patrol, Maxwell AFB, Alabama, under the provisions of 14 Code of Federal Regulations (CFR) Part 91. Visual meteorological conditions (VMC) prevailed at the time of the mishap, and a company flight plan had been filed. The flight originated from West Houston Airport (KIWS), Houston, Texas, approximately 2120, and was en route to Lone Star Executive Airport (KCXO), Conroe, Texas.

Preliminary information indicates the engine lost power approximately 15 minutes into the flight. The pilot was six miles from the destination airport but did not have sufficient altitude to glide to the runway and was forced to land on East Davis Street in Conroe, Texas. When the airplane was on final approach to land on Davis St, it struck power lines. After landing, the airplane struck a power pole, resulting in substantial damage to the right wing.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR11FA448	09/12/2011 2300 MDT	Regis# N2404X	Stanley, ID		
Acft Mk/Mdl CESSNA 182H		Acft SN 18256304	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONT MOTOR O-470 SERIES			Fatal 2	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: REDING JERRY R		Opr dba:			Aircraft Fire: NONE

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## Narrative

On September 12, 2011, about 2300 mountain daylight time, a Cessna 182H, N2404X, impacted the terrain about four miles west of Stanley, Idaho. The private pilot and his passenger received fatal injuries, and the airplane, which was owned and operated by the pilot, sustained substantial damage. The 14 Code of Federal Regulations Part 91 flight, which departed Salmon, Idaho, about 40 minutes prior to the accident, was being operated in night visual meteorological conditions. No flight plan had been filed. There was no report of an ELT signal being transmitted.

According to witnesses in the area, the airplane sounded as if it was circling the area at a fairly low altitude, when the engine began to sound as if the pilot had applied full power. Soon thereafter, witnesses heard the sound of an impact, and the engine noise suddenly stopped. They further stated that it had been raining lightly around the area most of the evening, and that a low level mist was present in the area at the time of the impact.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR12WA063	12/07/2011 530 UTC	Regis# VHWBZ	Roma, Australia, AS		
Acft Mk/Mdl CESSNA 210-M		Acft SN 21061846	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl CONTINENTAL MOTORS IO-520L			Fatal 1 Ser Inj 0	Flt Conducted Under: FAR NUSN	
Opr Name: CHIPFORD PTY LTD		Opr dba:		Aircraft Fire: NONE	

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## Narrative

On December 7, 2011, at 0530 universal coordinated time, a Cessna 210M, VH-WBZ, collided with terrain near Roma, Australia. The airplane was substantially damaged and the pilot, the sole occupant, was fatally injured. The flight was operated under the pertinent civil regulations of Australia.

The investigation is under the jurisdiction of the Government of Australia. This report is for information purposes only and contains only information released by the Government of Australia. Further information pertaining to this accident may be obtained from:

Australian Transport Safety Bureau (ATSB)  
P.O. Box 967, Civic Square  
Canberra A.C.T. 2608  
Australia  
Tel: +612 6274 6054  
Fax: +612 6274 6434  
[www.atSB.gov.au](http://www.atSB.gov.au)

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR12CA061	12/10/2011 1345 PST	Regis# N28870	Furnace Creek, CA	Apt: Furnace Creek Airport L06
Acft Mk/Mdl GRUMMAN AA5-B		Acft SN AA5B0875	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-360		Acft TT 3726	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: DONALD S SLUTZKY		Opr dba:		Aircraft Fire: NONE
				AW Cert: STN

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## Narrative

According to the pilot, he flared too high, made a hard landing, and then bounced at least once. The airplane then exited the left side of the runway and nosed over after the nose landing gear collapsed and separated. The pilot stated that he briefly added power during the bounce, but decided to abort the attempted go around. The pilot further stated that there were no preimpact mechanical malfunctions or failures with the airframe or engine that would have precluded normal flight.

# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR10CA414	08/19/2010 1500 PDT	Regis# N1662P	Buena, WA	Apt: Buena WA97
Acft Mk/Mdl PIPER PA-18		Acft SN 18-3784	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320-A2B		Acft TT 3173	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: RICHARD COLE		Opr dba:		Aircraft Fire: NONE

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## Summary

The pilot departed with the intention of performing a practice flight in the local area. After departing he decided to fly to a grass strip and practice landings. During the second landing, while on the landing roll, he applied brakes and the airplane nosed over. The pilot stated that there were no mechanical malfunctions with the airframe or engine. The pilot stated that, in hindsight, he felt that the airplane would not have nosed over if he had applied less brake pressure.

## Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The pilot's excessive brake application, resulting in a nose over.

## Events

1. Landing-landing roll - Nose over/nose down

## Findings - Cause/Factor

1. Aircraft-Aircraft systems-Landing gear system-Brake-Incorrect use/operation - C
2. Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

## Narrative

The pilot departed with the intention of performing a practice flight in the local area. After departing to the south and climbing to 2,500 feet, he noted that it was a little bumpy. He decided to fly to a grass strip, and practice landings. It still seemed bumpy at 2,500 feet, but he noticed that the American flag on the strip indicated no wind. He completed one uneventful touch-and-go landing; he touched down on the main landing gear with no bounce. After letting the tail wheel touch down and letting the airplane slow a bit, he applied power and took off. On downwind, the flag indicated a variable wind that was less than 5 knots. The second touchdown was soft with no bounce like the first one, and the airplane tracked straight down the runway. If the pilot detected any difference in the two landings, it was that speed on the second might have been slightly faster than the first one, and the airplane was in a more level attitude. He applied brakes, and the airplane nosed over. The pilot stated that there were no mechanical malfunctions with the airframe or engine. In hindsight, the pilot felt that the airplane would not have nosed over if he had applied less brake pressure.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR12LA064	12/13/2011 900 PST	Regis# N1810P	Friday Harbor, WA		
Acft Mk/Mdl PIPER PA-22		Acft SN 22-2589	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 SERIES		Acft TT 2024	Fatal 0 Ser Inj 0	Flt Conducted Under: FAR 091	
Opr Name:		Opr dba:		Aircraft Fire: NONE	
				AW Cert: STN	

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## Narrative

On December 13, 2011, about 0900 Pacific standard time, a Piper PA-22, N1810P, experienced a loss of engine power during cruise flight near Friday Harbor, Washington. During the pilot's subsequent forced landing in a field, the airplane collided with a pole and was substantially damaged. The commercial pilot was not injured. The flight was performed under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed. The pilot had borrowed the airplane from a private individual for a business flight that originated from Friday Harbor, about 0856.

The pilot reported that all engine power was suddenly lost 3 to 4 minutes after takeoff. There was no indication of engine roughness prior to the complete loss of engine power. Unable to restart the engine, the pilot made a forced landing in the field. The airplane had been modified by installation of conventional landing gear.

# National Transportation Safety Board - Aircraft Accident/Incident Database

Accident Rpt# WPR11CA298 06/16/2011 1100 MST Regis# N434K Goodyear, AZ Apt: Goodyear Airport KGYR  
Acft Mk/Mdl PIPER PA-28-161 Acft SN 288116028 Acft Dmg: SUBSTANTIAL Rpt Status: Unk Prob Caus: Pending  
Eng Mk/Mdl LYCOMING O-320-D4G Acft TT 12278 Fatal 0 Ser Inj 0 Flt Conducted Under: FAR 091  
Opr Name: OXFORD AIRLINE TRAINING CENTER INC Opr dba: Aircraft Fire: NONE

## Summary

The certified flight instructor and his student were performing a soft field take off. He reported that while in ground effect after lift off the student was not applying sufficient right rudder to offset wind drift and the left turning tendency of the airplane due to P-factor and torque. As the airplane drifted to the left side of the runway, the flight instructor took over the flight controls. The flight instructor commented that he dropped the nose of the airplane to attain flying speed and inadvertently touched down on the left side of the runway. He then proceeded to takeoff and fly the lesson with the student. After returning to the airport at completion of the flight lesson, a visual inspection found that the right wing tip and aileron sustained substantial damage. According to an eyewitness, the right wing of the airplane appeared to have struck the ground when the airplane touched down. The pilots reported no mechanical malfunctions or failures that would have precluded normal operation.

## Cause Narrative

THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE CAUSE OF THIS OCCURRENCE WAS: The flight instructor's delayed remedial action and failure to maintain lateral control.

## Events

1. Takeoff - Loss of control in flight
2. Takeoff - Dragged wing/rotor/float/other

## Findings - Cause/Factor

1. Personnel issues-Action/decision-Action-Delayed action-Instructor/check pilot - C
2. Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Instructor/check pilot - C
3. Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Lateral/bank control-Not attained/maintained - C
4. Personnel issues-Task performance-Use of equip/info-Aircraft control-Instructor/check pilot - C

## Narrative

The certified flight instructor and his student were performing a soft field take off. He reported that while in ground effect after liftoff the student was not applying sufficient right rudder to offset wind drift and the left turning tendency of the airplane due to P-factor and torque. As the airplane drifted to the left side of the runway, the flight instructor physically took over the flight controls. The flight instructor commented that he dropped the nose of the airplane to attain flying speed and inadvertently touched down on the left side of the runway. He then proceeded to takeoff and fly the lesson with the student. After returning to the airport at completion of the flight lesson, a visual inspection found that the right wing tip and aileron sustained substantial damage. According to an eyewitness, the right wing of the airplane appeared to have struck the ground when the airplane touched down. The pilots reported no mechanical malfunctions or failures that would have precluded normal flight.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# CEN12LA118	12/31/2011 1220 EST	Regis# N997TB	Elk Rapids, MI		
Acft Mk/Mdl PIPER PA-32-260		Acft SN 32-508	Acft Dmg: SUBSTANTIAL	Rpt Status: Unk	Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-540-EYB5		Acft TT 6712	Fatal 0	Ser Inj 0	Flt Conducted Under: FAR 091
Opr Name: SAM PFEIFFER, JR.		Opr dba:	Aircraft Fire: NONE		
			AW Cert: STN		

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## Narrative

On December 31, 2011, about 1220 eastern standard time, a Piper PA-32-260, N997TB, sustained substantial damage during a forced landing to a field after a loss of engine power near Elk Rapids, Michigan. The pilot and three passengers were not injured and one passenger received minor injuries. The airplane was registered to Bulldog Air LLC and operated by the pilot as a personal flight under the provisions of the 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed. The flight departed from the Cherry Capital Airport (TVC), Traverse City, Michigan, at 1150, and was on a local flight.

At 1233, the surface weather observation at TVC, located about 12 miles southwest of the accident site, was: wind 160 degrees at 6 knots; 10 miles visibility; clouds scattered 2,000 feet; broken 2,600 feet; temperature 3 degrees Celsius; dew point -3 degrees Celsius; altimeter 29.92 inches of mercury.

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# National Transportation Safety Board - Aircraft Accident/Incident Database

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Accident Rpt# WPR12FA066	12/14/2011 933 MST	Regis# N4052G	Tucson, AZ	Apt: Tucson International TUS
Acft Mk/Mdl ROBINSON HELICOPTER R22 BETA	Acft SN 1765	Acft Dmg: SUBSTANTIAL	Fatal 0	Rpt Status: Unk Prob Caus: Pending
Eng Mk/Mdl LYCOMING O-320 SERIES		Ser Inj 1	Flt Conducted Under: FAR 091	
Opr Name: RAYTHEON MISSILE SYSTEMS	Opr dba:		Aircraft Fire: NONE	
			AW Cert: STN	

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## Narrative

On December 14, 2011, about 0933 mountain standard time, a Robinson R22 Beta, N4052G, operating using call sign "Velocity One," experienced a loss of engine power while maneuvering about 1.5 miles southwest of Tucson International Airport (TUS), Tucson, Arizona. The commercial pilot entered an autorotative descent that terminated in a hard touchdown. The pilot was seriously injured, and the helicopter was substantially damaged. Raytheon Missile Systems, Tucson, Arizona, operated the helicopter in furtherance of its business and employed the pilot. The flight was performed under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed, and no flight plan was filed. The helicopter was registered to D3P3 Inc., Tucson, Arizona. The flight originated from TUS about 0841.

A participant in the test of a Raytheon ground-based system reported to the National Transportation Safety Board investigator that he was in radio contact with the pilot during the flight. Following prescribed procedures, the pilot was tasked to perform a series of specific maneuvers. Seconds prior to the crash, the pilot was directed to descend to within several hundred feet above ground level. While performing this maneuver, the pilot broadcast the following statement to the local air traffic controller at TUS: "Engine failure, Velocity one engine failure." There were no further communications from the pilot.

A few minutes later, the helicopter wreckage was found in an open field on Raytheon property. The helicopter was resting on its right side. The helicopter's bubble and skids were broken, the belly was crushed upward, the main rotor blades were bent, and the tail boom was severed. There was no fire.

The helicopter has been recovered from the accident site. Federal Aviation Administration personnel examined the helicopter on scene. Follow-up examinations of its engine and structure are pending.