

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: LAX00TA006		Aircraft Registration Number: N991SD	
		Occurrence Date: 10/07/1999		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
<b>Location/Time</b>					
Nearest City/Place MORENO VALLEY		State CA	Zip Code 92552	Local Time 2005	Time Zone PDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
<b>Aircraft Information Summary</b>					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E /369E		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this public aircraft accident report. ***</p> <p>On October 7, 1999, at 2005 hours Pacific daylight time, a McDonnell Douglas 369E helicopter, N991SD, was substantially damaged during a forced landing at Moreno Valley, California, following an in-flight loss of directional control. The commercial pilot and two observer crewmembers were not injured. The helicopter was operated by the Riverside County Sheriff's Department under the provisions of 14 CFR Part 91 as a public-use aircraft. Visual meteorological conditions prevailed and no flight plan was filed for the local area patrol flight, which originated from Hemet, California, at 1950.</p> <p>According to the Sheriff's Department report, it was a dark night and the winds aloft were northerly at 20 to 25 knots, at 500 feet agl, as the pilot orbited over ground based law enforcement activity. In accordance with department operating procedures, the pilot had identified a school athletic field as a suitable emergency landing site. He was attempting to shine the helicopter's spotlight on a vehicle; however, the northerly wind kept blowing the aircraft well south of the location on each of the first two orbits. On the third orbit, he inadvertently allowed the helicopter to slow below translational lift speed and the helicopter yawed 180 degrees to the right uncontrollably. The pilot momentarily recovered directional control of the helicopter but then the right yaw resumed. He made several more attempts to recover directional control of the helicopter but when he saw the altitude becoming low, he flew to the pre-selected landing zone where the helicopter landed hard while in a right yawing spin. During the landing the main rotor blades severed the tail boom and the helicopter came to rest on its right side.</p>					
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<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E /369E		Serial Number 500E	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 3000 LBS	Number of Engines: 1		
Engine Type: Turbo Shaft	Engine Manufacturer: Allison	Model/Series: 250C20B	Rated Power: 420 HP		
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 09/1999	Time Since Last Inspection 30 Hours	Airframe Total Time 5474 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner RIVERSIDE CO. SHERIFF'S DEPT		Street Address 4850 W. STETSON			
		City HEMET	State CA	Zip Code 92545	
Operator of Aircraft RIVERSIDE CO. SHERIFF'S DEPT		Street Address 4850 W. STETSON			
		City HEMET	State CA	Zip Code 92545	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Public Use					
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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 41
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Sex: M	Seat Occupied: Left	Occupational Pilot? Police	Certificate Number: On File
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Certificate(s): Commercial

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane; Helicopter

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: Class 2	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 03/1999
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	2737	94	275	15	455	148	320	2454		
Pilot In Command(PIC)	2153	94	250	15	300	148	320	2164		
Instructor										
Instruction Received										
Last 90 Days	174	44	10		30			170		
Last 30 Days	51	25	2		4			50		
Last 24 Hours	6	6			4			6		

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: None

Departure Point HEMET	State CA	Airport Identifier HMT	Departure Time 1950	Time Zone PDT
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Destination Local Flight	State	Airport Identifier	
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Type of Clearance: VFR

Type of Airspace: Class C

**Weather Information**

UAT C/S Source of Wx Information:

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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
RIV	1955	PDT	1538 Ft. MSL	1 NM	225 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: None			0 Ft. AGL	Visibility: 35 SM	Altimeter: 29.00 "Hg
Temperature: 25 °C	Dew Point: -2 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 340	Wind Speed: 9	Wind Gusts:			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM				
Precip and/or Obscuration:					

**Accident Information**

Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew				2	2
Passengers					
- TOTAL ABOARD -				3	3
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	3	3

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



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Occurrence Date: 10/07/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

RICHARD B. PARKER

Additional Persons Participating in This Accident/Incident Investigation:

ERIC JACKSON

RIVERSIDE, CA