



National Transportation Safety Board Aviation Accident Final Report

Location:	GARDEN CITY, KS	Accident Number:	CHI95LA029
Date & Time:	11/02/1994, 1515 CST	Registration:	N9294F
Aircraft:	HUGHES 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	N/A

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE PILOT LEFT THE HELICOPTER UNATTENDED WITH THE ENGINE AT IDLE AND THE ROTOR SYSTEM DISENGAGED. WHILE UNATTENDED, THE ENGINE ACCELERATED, AND THE ROTOR SYSTEM DRIVE BELTS ENGAGED. THE UNPILOTED HELICOPTER MOVED ACROSS THE GROUND, STRUCK A POLE AND WAS SUBSTANTIALLY DAMAGED. POST-CRASH INSPECTION REVEALED THE COLLECTIVE IN THE FULL UP POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: inadvertant engagement of the rotor drive system, while the helicopter had been left unattended by the pilot.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) ROTOR DRIVE SYSTEM,MAIN ROTOR DRIVE BELT - ENGAGED
2. (C) AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - IDLING ROTORS

Findings

3. OBJECT - POLE

Factual Information

On November 2, 1994, at 1515 hours central standard time (CST), a Hughes 269-C helicopter, N9294F, operated as a business aircraft by Henkle Drilling and Supply, Inc., of Garden City, Kansas, contacted a pole with its rotor blades at the owner's facility one mile west of Garden City, Kansas. The helicopter turned on its side and was substantially damaged. There were no persons on board the helicopter during the accident and no injuries. Visual meteorological conditions existed at the time of the accident and no flight plan was filed.

The flight was operating under 14 CFR Part 91 and had originated from the Garden City Regional Airport at approximately 1445 CST. The airline transport rated pilot had repositioned the helicopter and was awaiting a part to transport to a company site in Sublette, Kansas. After landing at 1450 hours CST, the engine was placed at idle (approximately 1400 RPM), the rotor disengaged, and the pilot exited the helicopter. Winds were 10 knots gusting to 20 knots. The rotors engaged with no persons on board, and the helicopter struck a building.

Post-crash inspection revealed that the belt tensioner was still in the disengaged position, and the collective was in the full up position. Witnesses stated that the gusting winds were causing the static rotor blades to flap vertically. As rotor blade pitch is increased, the engine anticipator tends to increase engine speed. Maintenance and operations personnel stated that as engine speed increases, the drive belts are able to grab the drive pulleys. Witnesses described hearing the engine operating at a high speed during the accident.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5500 hours (Total, all aircraft), 450 hours (Total, this make and model), 5100 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N9294F
Model/Series:	269C 269-C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	650421
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	08/09/1994, Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1435 Hours	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HIO-360-D1A
Registered Owner:	HENKLE DRILLING & SUPPLY INC	Rated Power:	190 hp
Operator:	HENKLE DRILLING & SUPPLY INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GCK, 2890 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1450 CST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1445 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): MATTHEW L THOMAS **Report Date:** 04/05/1995

Additional Participating Persons: JAMES COCHRAN; WICHITA, KS
RONALD FOLKS; WICHITA, KS

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).