



National Transportation Safety Board Aviation Accident Final Report

Location:	FRISCO, TX	Accident Number:	FTW96LA375
Date & Time:	09/01/1996, 1730 CDT	Registration:	N9558F
Aircraft:	Hughes 269B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

According to the operator, the pilot requested to rent a helicopter. He showed the operator his pilot certificate and flight log book; however, the operator did not record this information nor obtain a current address and telephone number. The pilot was not given a check out in the helicopter prior to the accident flight. The operator observed the pilot hover the helicopter, takeoff and depart the traffic pattern. The operator subsequently received a telephone call from the pilot stating he had landed the helicopter 'hard' at the North Dallas Jetport, which was under construction, and requested to be pick up. When the operator arrived at the North Dallas Jetport, he found the helicopter on its side, and the pilot could not be located. Injury is presumed. There were no reported eye witnesses to this accident. The FAA has no record of the named pilot having either an airman or a medical certificate. .

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper touchdown procedure.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND
2. LACK OF CERTIFICATION - PILOT IN COMMAND

Factual Information

On September 1, 1996, about 1730 central daylight time, a Hughes 269B helicopter, N9558F, registered to C and J Communications Inc., and operated by Addison Helicopters as a Title 14 CFR Part 91 personal flight, was substantially damaged during a hard landing near Frisco, Texas. Visual meteorological conditions prevailed, and a flight plan was not filed. The pilot was reported as not injured. The local flight originated from Addison Airport, Dallas, Texas, about 30 minutes before the accident.

According to the operator, the pilot requested to rent a helicopter. He showed the operator his pilot certificate and flight log book; however, the operator did not record this information nor obtain a current address and telephone number. The pilot was not given a check out in the helicopter prior to the accident flight; however, the operator observed the pilot hover the helicopter, takeoff and depart the traffic pattern. The operator received a telephone call from the pilot stating he had landed the helicopter "hard" at the North Dallas Jetport, which was under construction, and requested to be pick up. When the operator arrived at the North Dallas Jetport, he found the helicopter on its side, and the pilot could not be located. There were no reported eye witnesses to this accident.

Examination of the helicopter by a FAA inspector on September 5, 1996, at the Wills Point Airport revealed that all main rotor blades were damaged, the skid tubes and their fuselage attaching mounts were fractured, the tail rotor drive shaft was twisted nearly 180 degrees, and the tail rotor was damaged.

The FAA has no record of the named pilot having either an airman or a medical certificate.

Pilot Information

Certificate:	Commercial	Age:	, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 200 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9558F
Model/Series:	269B 269B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	890441
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	HIO-360-A1A
Registered Owner:	C AND J COMMUNICATIONS, INC.	Rated Power:	180 hp
Operator:	ADDISON HELICOPTERS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAL, 487 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	1952 CDT	Direction from Accident Site:	168°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 19°C
Precipitation and Obscuration:			
Departure Point:	DALLAS, TX (ADS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1700 CDT	Type of Airspace:	Class G

Airport Information

Airport:	NORTH DALLAS JETPORT (NONE)	Runway Surface Type:	
Airport Elevation:	640 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON	Report Date:	05/23/1997
Additional Participating Persons:	CURT F MAHAFFEY; FORT WORTH, TX		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).