



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FRISCO, TX	<b>Accident Number:</b>	FTW96LA375
<b>Date &amp; Time:</b>	09/01/1996, 1730 CDT	<b>Registration:</b>	N9558F
<b>Aircraft:</b>	Hughes 269B	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 200 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hughes	<b>Registration:</b>	N9558F
<b>Model/Series:</b>	269B 269B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ADDISON HELICOPTERS	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	HIO-360-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DAL, 487 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 90°
<b>Temperature:</b>	26° C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DALLAS, TX (ADS)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	NORTH DALLAS JETPORT (NONE)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DOUGLAS D WIGINGTON	<b>Adopted Date:</b>	05/23/1997
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.