



National Transportation Safety Board Aviation Accident Final Report

Location:	HILLSBORO, OR	Accident Number:	SEA93LA001
Date & Time:	10/01/1992, 0712 PDT	Registration:	N7400F
Aircraft:	HUGHES 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

WHILE ENGAGED IN A HOVER THE ATP RATED PILOT, WHO HAD ONLY 9.0 HOURS OF ROTORCRAFT TIME OF WHICH 3.5 HOURS WERE SOLO, ALLOWED THE HELICOPTER TO DESCEND AND SLIP AFT. DURING THE ENSUING GROUND COLLISION THE HELICOPTER ROLLED OVER AND THE MAIN ROTOR BLADES IMPACTED THE GROUND. THE PILOT REPORTED THAT HE DIVERTED HIS ATTENTION TO A DEPARTING BUSINESS JET DURING WHICH TIME THE GROUND COLLISION OCCURRED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO MAINTAIN PROPER ALTITUDE DURING THE HOVER. FACTORS CONTRIBUTING TO THE ACCIDENT WERE THE PILOT IN COMMAND'S LACK OF TOTAL EXPERIENCE IN ROTORCRAFT AND HIS DIVERSION OF ATTENTION WHILE HOVERING.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

1. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	31, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/12/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6083 hours (Total, all aircraft), 9 hours (Total, this make and model), 5885 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N7400F
Model/Series:	269C 269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	250397
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	05/29/1992, 100 Hour	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1952 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	HIO-360-D1A
Registered Owner:	WILSON, JERRY L.	Rated Power:	190 hp
Operator:	WILSON, JERRY L.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	HANGAR 53	Operator Designator Code:	JVGA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2800 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	Traffic Advisory
Departure Time:	0700 PDT	Type of Airspace:	Class D; Class E

Airport Information

Airport:	PORTLAND-HILLSBORO (HIO)	Runway Surface Type:	N/A
Airport Elevation:	204 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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):	STEVEN A MCCREARY	Report Date:	09/14/1993
Additional Participating Persons:	D. SCALF; HILLSBORO, OR		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).