



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HILLSBORO, OR	<b>Accident Number:</b>	SEA93LA001
<b>Date &amp; Time:</b>	10/01/1992, 0712 PDT	<b>Registration:</b>	N7400F
<b>Aircraft:</b>	HUGHES 269C	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

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Occurrence #2: ROLL OVER  
Phase of Operation: OTHER

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N7400F
<b>Model/Series:</b>	269C 269C	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WILSON, JERRY L.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	HIO-360-D1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	14° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	PORTLAND-HILLSBORO (HIO)	<b>Runway Surface Type:</b>	N/A
<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

Investigator In Charge (IIC): STEVEN A MCCREARY

Adopted Date: 09/14/1993

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](mailto: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 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.