



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	PAPUA, Papua New Guinea	<b>Accident Number:</b>	LAX91LA172
<b>Date &amp; Time:</b>	04/01/1991, 1700 HST	<b>Registration:</b>	N9227F
<b>Aircraft:</b>	HUGHES 369C	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

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## Analysis

THE CERTIFICATED COMMERCIAL PILOT, WITH ONE PASSENGER, WAS ON A FLIGHT BETWEEN TWO TUNA FISHING VESSELS IN INTERNATIONAL WATERS. AS THE PILOT BEGAN A CLIMB FROM ABOUT 100 FEET ABOVE THE WATER, HE DISCOVERED THAT THE CYCLIC CONTROL WAS BINDING IN ITS LONGITUDINAL AXIS. THE HELICOPTER CONTINUED TO CLIMB UNTIL IT REACHED A NEAR VERTICAL ATTITUDE. THE PILOT APPLIED RUDDER PEDAL TO SWING THE NOSE DOWN. THE HELICOPTER THEN DESCENDED RAPIDLY TO THE SURFACE OF THE OCEAN WHERE A FLOAT ATTACHED TO THE LANDING GEAR SKID CONTACTED THE WATER. THE FLOATS WERE TORN OFF AND THE HELICOPTER CARTWHEELED AND SANK. THE PILOT AND PASSENGER RECEIVED MINOR INJURIES. THE HELICOPTER WAS NOT RECOVERED.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF CONTROL OF THE HELICOPTER DUE TO A RESTRICTION OF THE CYCLIC CONTROL SYSTEM.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB

### Findings

1. (C) ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - MOVEMENT RESTRICTED  
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

2. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND  
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Occurrence #3: DITCHING  
Phase of Operation: DESCENT - UNCONTROLLED  
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

## Findings

### 3. TERRAIN CONDITION - WATER,ROUGH

#### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<b>Flight Time:</b>	9000 hours (Total, all aircraft), 3500 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

#### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N9227F
<b>Model/Series:</b>	369C 369C	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	SARDINA & CILEU MGT. INC.	<b>Engine Manufacturer:</b>	ALLISON
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C20
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Aerial Observation		

#### 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>	29° C	<b>Visibility</b>	50 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Minor	<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): Scott R Erickson

Adopted Date: 12/30/1992

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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