



National Transportation Safety Board Aviation Accident Final Report

Location:	GALLOWAY, OH	Accident Number:	NYC91LA227
Date & Time:	09/01/1991, 1505 EDT	Registration:	N9590F
Aircraft:	HUGHES 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT AND INSTRUCTOR WERE ON THEIR FIRST DUAL FLIGHT. THE STUDENT WAS ON THE FLIGHT CONTROLS WHEN THE HELICOPTER DRIFTED RIGHT AND THE RIGHT SKID CAUGHT THE GROUND. THE HELICOPTER ENTERED A DYNAMIC ROLLOVER. THE FLIGHT INSTRUCTOR SAID HE WAS MONITORING THE MOVEMENTS OF THE STUDENT, HOWEVER, HE SAID HE HAD LET THE STUDENT GO TOO FAR PRIOR TO TAKING CORRECTIVE ACTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER SUPERVISION BY THE FLIGHT INSTRUCTOR WHICH RESULTED IN AN INADVERTENT GROUND CONTACT AND A DYNAMIC ROLLOVER. A FACTOR RELATED TO THE ACCIDENT WAS IMPROPER USE OF THE FLIGHT CONTROLS BY THE NON-RATED STUDENT PILOT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: HOVER

Findings

1. (F) ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: ROLL OVER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/26/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4550 hours (Total, all aircraft), 400 hours (Total, this make and model), 4255 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N9590F
Model/Series:	269C 269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	340285
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	01/02/2000, 100 Hour	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	HIO-360-DIA
Registered Owner:	T-AIR HELICOPTERS, INC.	Rated Power:	190 hp
Operator:	T-AIR HELICOPTERS, INC.	Operating Certificate(s) Held:	None

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:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1443 EDT	Type of Airspace:	Class G

Airport Information

Airport:	DARBY DAN (GIG)	Runway Surface Type:	Grass/turf
Airport Elevation:	928 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Robert L Hancock	Report Date:	05/03/1993
Additional Participating Persons:	HYDEN DECKER; COLUMBUS, OH		
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](#).