



National Transportation Safety Board Aviation Accident Data Summary

Location:	GALLOWAY, OH	Accident Number:	NYC91LA227
Date & Time:	09/01/1991, 1505 EDT	Registration:	N9590F
Aircraft:	HUGHES 269C	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane
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	Engines:	1 Reciprocating
Operator:	T-AIR HELICOPTERS, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-DIA
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 45°
Temperature:	27° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	DARBY DAN (GIG)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Robert L Hancock

Adopted Date: 05/03/1993

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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