



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	MIAMI, FL	<b>Accident Number:</b>	MIA00FA102
<b>Date &amp; Time:</b>	03/03/2000, 1529 EST	<b>Registration:</b>	N611BC
<b>Aircraft:</b>	McDonnell Douglas HU-600N	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

The Sky 6 pilot was returning to Tamiami Airport, Miami, Florida, when he overheard a friend departing the airport. They established radio contact on the air-to-air frequency, and the sky 6 pilot decided to join his friend on the outbound leg. He made a 180 degree turn, and joined up on the right side of his friends helicopter. They talked for a short time and the Sky 6 pilot departed. His friend stated, Sky 6 started a descent estimated at about 15 degree nose-down attitude. His passenger stated Sky 6 descent was about a 45 degree nose down attitude. The friend and the passenger stated the nose of Sky 6 pitched up 70 degrees or past the 90 degree point. The helicopter yawed to the left, held there, appeared to slide backwards, the nose pitched down, the tail boom assembly separated, and the helicopter collided with terrain. Another news helicopter pilot, who knew the Sky 6 pilot, stated he overheard Sky 6 talking with another pilot on the air-to-air frequency. Based on there conversation he assumed they knew each other. At about 1530, he and a flight controller heard Sky 6 state, 'watch this.' There was no other communication between Sky 6 and the other pilot. Witnesses on the ground stated they observed both helicopters in straight and level flight. The accident helicopter nose was observed to pitch down and then pitched up to a near vertical nose-up attitude. The helicopter yawed to the left, slid backwards, the nose pitched down, and the tail boom separated. The helicopter started rotating to the right until it disappeared from view. Other news helicopter pilots stated the Sky 6 pilot would arrive at a news scene and stop the helicopter by conducting a cyclic climb maneuver and then bring the helicopter to a hover. A friend of the Sky 6 pilot stated he had a conversation with the pilot during the first part of February 2000. The pilot described a maneuver that he had been performing in the helicopter. He would make a high speed pass down a runway followed by a steep pull-up. At the top of the pull-up he would reverse the heading by 180 degrees, and then recover from the ensuing dive similar to a hammerhead turn in a fixed wing aircraft. Examination of the airframe, flight controls, engine assembly and accessories revealed no evidence of a precrash mechanical failure or malfunction. Examination of the tail boom assembly revealed four main rotor blade strikes in addition to the fracture that resulted in the separation of the tail boom.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's ostentatious display and in-flight decision to perform an abrupt low altitude pitch up maneuver (aerobatic flight). This resulted in the main rotor blades colliding with and separating the tail boom assembly while maneuvering, and the helicopters subsequent in-flight collision with terrain.

## Findings

Occurrence #1: ABRUPT MANEUVER  
Phase of Operation: MANEUVERING

Findings

- 1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 2. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND
- 3. LOW ALTITUDE FLIGHT/MANEUVER - PERFORMED - PILOT IN COMMAND

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Occurrence #2: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: MANEUVERING

Findings

- 4. MISC ROTORCRAFT,MAIN ROTOR/TAIL BOOM CONTACT
- 5. MISC ROTORCRAFT,TAIL BOOM - SEPARATION

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane; Instrument Helicopter
<b>Flight Time:</b>	6506 hours (Total, all aircraft), 526 hours (Total, this make and model), 5900 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	McDonnell Douglas	<b>Registration:</b>	N611BC
<b>Model/Series:</b>	HU-600N HU-600N	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	WTVJ NBC 6	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C47M
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TMB, 10 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 3500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 290°
<b>Temperature:</b>	29° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(TMB)	<b>Destination:</b>	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC): CARROL A SMITH      Adopted Date: 03/02/2001

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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