



National Transportation Safety Board Aviation Accident Final Report

Location:	BALTIMORE, MD	Accident Number:	BF089LA054
Date & Time:	07/01/1989, 1500 EDT	Registration:	N1113Z
Aircraft:	HUGHES 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT WAS AIR TAXIING AT 2 FT AGL WHEN THE INSTRUCTOR CUT THE POWER TO SIMULATE A POWER LOSS. ACCORDING TO THE STUDENT AND INSTRUCTOR, A NORMAL LANDING FOLLOWED; HOWEVER, THE ACFT NOSED OVER. UPON EXITING THE ACFT THEY NOTICED THEY HAD LANDED ON A DIRT MOUND AND THE LEFT LANDING SKID HAD FAILED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT LANDED ON UNSUITABLE SOFT TERRAIN WHICH CAUSED THE LANDING SKID TO SINK INTO THE GROUND. THIS RESULTED IN A LANDING SKID OVERLOAD FAILURE AND NOSE OVER OF THE HELICOPTER. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAXI - AERIAL

Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - SOFT
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND(CFI)
5. LANDING GEAR,SKI ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	41, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/29/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1170 hours (Total, all aircraft), 550 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N1113Z
Model/Series:	269C 269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1000972
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	06/16/1991, 100 Hour	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6904 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	HIO-360-D1A
Registered Owner:	OMNIFLIGHT AIRCRAFT CORP.	Rated Power:	190 hp
Operator:	OMNIFLIGHT	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	AYUR

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MTN, 25 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1445 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 19° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class G

Airport Information

Airport:	MARTIN STATE (MTN)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	08/02/1990
Additional Participating Persons:			
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](#).