



National Transportation Safety Board Aviation Accident Data Summary

| | | | |
|--------------------------------|---|-------------------------|------------|
| Location: | BALTIMORE, MD | Accident Number: | BFO89LA054 |
| Date & Time: | 07/01/1989, 1500 EDT | Registration: | N1113Z |
| Aircraft: | HUGHES 269C | 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 MOUNT AND THE LEFT LANDING SKID HAD FAILED.

Probable Cause

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

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------------|
| Certificate: | Flight Instructor; Commercial; Private | Age: | 41 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | Helicopter |
| 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 | Engines: | 1 Reciprocating |
| Operator: | OMNIFLIGHT | Engine Manufacturer: | LYCOMING |
| Operating Certificate(s) Held: | On-demand Air Taxi (135) | Engine Model/Series: | HIO-360-D1A |
| 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: | MTN, 25 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 8 knots / , 150° |
| Temperature: | 27° C | Visibility | 7 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Destination: | |

Airport Information

| | | | |
|-----------------------------|--------------------|----------------------------------|------------|
| Airport: | MARTIN STATE (MTN) | Runway Surface Type: | Grass/turf |
| Runway Used: | 0 | Runway Surface Condition: | Dry |
| Runway Length/Width: | | | |

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 |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): DENNIS L JONES

Adopted Date: 08/02/1990

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.