



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Canadian, TX	<b>Accident Number:</b>	FTW01LA073
<b>Date &amp; Time:</b>	03/02/2001, 1500 CST	<b>Registration:</b>	N8356F
<b>Aircraft:</b>	Hughes 369D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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On March 2, 2001, at 1500 central standard time, a Hughes 369D helicopter, N8356F, was substantially damaged following a loss of directional control while landing near Canadian, Texas. The helicopter was owned and operated by a private individual. The airline transport pilot and both passengers were not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 business flight. The flight had originated from a private helipad near Amarillo, Texas, approximately 1415.

According to the pilot, he made an approach to a high hover due to the rough/uneven terrain. As he was hovering the helicopter at 40 feet agl to a level area, the helicopter began to yaw to the right. The pilot stated that he hover taxied through his "rotor wash," and the helicopter encountered "loss of tail rotor effectiveness." He increased collective in an attempt to takeoff, and the helicopter made "two quick revolutions." The pilot stated that he elected to land the helicopter instead of continuing with the takeoff due to power lines and rising terrain. The pilot initiated an autorotation, and the helicopter touched down on the soft ground while still rotating, collapsing the left landing skid. Subsequently, the tail rotor and main rotor blades struck the ground. The helicopter came to rest leaning toward its left side.

Examination of the helicopter by the FAA inspector revealed that the tail rotor drive shaft was twisted and separated about 6 inches forward of the tail rotor gearbox. The tailboom was bent and one tail rotor blade was found separated. Control continuity was confirmed from the anti-torque pedals to the tail rotor pitch change links. All five main rotor blades were damaged.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/26/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/03/2000
<b>Flight Time:</b>	9000 hours (Total, all aircraft), 700 hours (Total, this make and model), 8800 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hughes	<b>Registration:</b>	N8356F
<b>Model/Series:</b>	369D	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1260063D
<b>Landing Gear Type:</b>	High Skid	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/03/2000, 100 Hour	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	31.6 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	2600 Hours at time of accident	<b>Engine Manufacturer:</b>	Allison
<b>ELT:</b>		<b>Engine Model/Series:</b>	250-C20B
<b>Registered Owner:</b>	Knut G. Mjolhus	<b>Rated Power:</b>	420 hp
<b>Operator:</b>	Knut G. Mjolhus	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Panhandle Steel Erectors	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	Amarillo, TX (NONE)	Type of Flight Plan Filed:	None
Destination:	Canadian, TX (NONE)	Type of Clearance:	None
Departure Time:	1415 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Douglas D Wigington
Additional Participating Persons:	Jack M Swensen; FAA FSDO; Lubbock, TX
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .