



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot made an approach to a high hover due to the rough/uneven terrain. As the pilot was hovering the helicopter to a level area at 40 feet agl, 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." The pilot 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.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the helicopter's encounter with loss of tail rotor effectiveness while hovering out-of-ground effect, and the pilot's failure to maintain control. A contributing factor was the soft terrain condition.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: HOVER - OUT OF GROUND EFFECT

### Findings

1. (C) LOSS OF TAIL ROTOR EFFECTIVENESS - ENCOUNTERED - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

4. (F) TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	Knut G. Mjølhus	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	13° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Amarillo, TX (NONE)	<b>Destination:</b>	Canadian, TX (NONE)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Douglas D Wigington	<b>Adopted Date:</b>	10/09/2001
<b>Investigation Docket:</b>	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> .		

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

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