



National Transportation Safety Board Aviation Accident Final Report

Location:	Plymouth, MA	Accident Number:	NYC07CA093
Date & Time:	02/01/2007, 0800 EST	Registration:	N2074K
Aircraft:	Schweizer 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot successfully performed three autorotations to a hover; however, during the fourth, he "landed hard with a yaw to the left." The flight instructor was not able to correct the yaw, and the helicopter impacted the ground, damaging the tail boom. The accident was not reported until the flight instructor was involved in a similar accident, in the same helicopter, about 30 days later. No mechanical deficiencies were reported by the flight instructor or the student pilot.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain control of the helicopter during landing, and the flight instructor's delayed remedial action.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2: HARD LANDING
Phase of Operation: LANDING

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	08/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	07/01/2006
Flight Time:	250 hours (Total, all aircraft), 180 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Schweizer	Registration:	N2074K
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	0136
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1111 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	HO-360
Registered Owner:	ExecJet Inc	Rated Power:	180 hp
Operator:	ExecJet Inc	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PYM, 148 ft msl	Observation Time:	0752 EST
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	6°C / 9°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.13 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Plymouth, MA (PYM)	Type of Flight Plan Filed:	None
Destination:	Plymouth, MA (PYM)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Plymouth Municipal Airport (PYM)	Runway Surface Type:	
Airport Elevation:	148 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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		

Administrative Information

Investigator In Charge (IIC):	Jill M Andrews	Adopted Date:	06/27/2007
Additional Participating Persons:	Peter O'Leary; FAA/FSDO; Boston, MA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.