



Aviation Investigation Factual Report

Location:	Mogadore, Ohio	Accident Number:	ERA25LA144
Date & Time:	March 14, 2025, 07:08 Local	Registration:	N262LH
Aircraft:	Schweizer 269C	Aircraft Damage:	Substantial
Defining Event:	Low altitude operation/event	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On March 14, 2025, about 0708 eastern daylight time, a Schweizer 269C helicopter, N262LH, was substantially damaged when it was involved in an accident near Mogadore, Ohio. The pilot was fatally injured. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot departed from his home airport, Medina Municipal Airport (1G5), Medina, Ohio, about 0615 and flew to Wadsworth Municipal Airport (3G3), Wadsworth, Ohio, to refuel before continuing to Portage County Airport (POV), Ravenna, Ohio, where he planned to pick up a friend.

ADS-B data indicated that after takeoff from 3G3, the helicopter climbed to about 1,700 ft msl and turned left on a track of about 070° for 15 nautical miles. As the helicopter approached a reservoir, it began a right 360° descending turn, leveled off, and reestablished a northeast track before the data ended (see the figure).

According to several witnesses near the accident site, one of whom was located in a fishing boat in the reservoir very close to where the helicopter impacted, the helicopter passed low over the dam, at an estimated altitude of about 20 ft above the water, then proceeded to fly northeast over the water. It was “very dark” at the time of the accident. They observed the helicopter pass overhead, then it impacted power lines that ran roughly perpendicular to the flight path and about 600 ft in length from the northwest shoreline to the southeast shoreline. The impact resulted in a large flash and the helicopter descended in a nose-down attitude into the reservoir.



Figure. Final part of the flight path as the helicopter approached the reservoir.

The helicopter came to rest in about 20 ft of water, about 200 ft from the northwest shore of the reservoir. The elevation at the accident site was about 1,080 ft msl. The helicopter impacted the top static wire, which was about 50 ft above the water's surface. Marker balls were not installed on the power lines at the time of the accident.

Postaccident examination of the helicopter wreckage showed that the helicopter cockpit area was crushed and there was severe crush damage throughout the entire airframe. Each of the three rotor blades showed signatures consistent with impact damage with the water; however, one blade contained 12 wire striation marks on the leading edge. The damage on the blade penetrated the blade skin. In addition, there were three wire striation marks on the corresponding blade grips. The tail boom remained intact with some torsional twisting damage near the tail rotor gearbox. The tail rotor blades contained marks consistent with a wire strike. There was also a 1-inch area consistent with arc flash damage. The engine was undamaged and secure on its mounts. The panel, position, and beacon light switches were in the On position.

According to the United States Naval Observatory, night lighting conditions existed at the time of the accident; the beginning of civil twilight and sunrise occurred at 0710 and 0737, respectively, and the full moon set at 0748.

Pilot Information

Certificate:	Airline transport; Commercial; Remote	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 4, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3356 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N262LH
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:	2009	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S1926
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	January 10, 2025 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3545.8 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	HIO-360-D1A
Registered Owner:	NEO HELICOPTER ACADEMY LLC	Rated Power:	190 Horsepower
Operator:	NEO HELICOPTER ACADEMY LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	AKR,1044 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	06:54 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	2°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WADSWORTH MUNI, OH (3G3)	Type of Flight Plan Filed:	
Destination:	Ravenna, OH (POV)	Type of Clearance:	None
Departure Time:	06:45 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	41.06071,-81.375438

Administrative Information

Investigator In Charge (IIC):	Mccarter, Lawrence
Additional Participating Persons:	Stevan Vilimonovic; FAA/FSDO; Cleveland, OH
Report Date:	
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=199857

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).