



Aviation Investigation Final Report

Location:	CARLSBAD, California	Accident Number:	LAX86LA344
Date & Time:	September 11, 1986, 12:30 Local	Registration:	N58323
Aircraft:	HUGHES 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE HELICOPTER DEPARTED PALOMAR AIRPORT (CRQ), CARLSBAD, CA, ON A LOCAL INSTRUCTIONAL FLIGHT AND WAS THE SECOND FLIGHT FOR THE DUAL STUDENT. AFTER COMPLETING THE FLIGHT LESSON THE STUDENT ASKED THE CFI TO DEMONSTRATE HOVERING. THE CFI INITIATED AN AUTOROTATION WITH A POWER-ON RECOVERY OVER BATIQUITOS LAGOON, A HIGH, BRUSH COVERED MARSHY SWAMP AREA. AFTER RECOVERING FROM THE AUTOROTATION THE INSTRUCTOR ATTEMPTED FORWARD FLIGHT AND THE SKIDS CONTACTED THE HIGH BRUSH. THE HELICOPTER PITCHED DOWNWARD AND AFT CYCLIC CONTROL COULD NOT ARREST THE DOWNWARD MOMENT. THE MAIN ROTOR BLADES CONTACTED THE GROUND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: HOVER

Findings

1. (F) TERRAIN CONDITION - HIGH VEGETATION

2. (F) AUTOROTATION - INTENTIONAL - PILOT IN COMMAND
3. (C) LEVEL OFF - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 24, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N58323
Model/Series:	269C 269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	790803
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	August 19, 1986 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	52 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3348 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	H10-360-D1A
Registered Owner:	THEODORE L. VALLAS	Rated Power:	225 Horsepower
Operator:	FLIGHT TRAILS, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CRQ ,328 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	12:46 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARLSBAD , CA (CRQ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PALOMAR CRQ	Runway Surface Type:	Grass/turf
Airport Elevation:	328 ft msl	Runway Surface Condition:	Vegetation;Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	33.129165,-117.300354(est)

Administrative Information

Investigator In Charge (IIC): Liorente, A.

Additional Participating Persons: LARRY STEWART; SAN DIEGO , CA

Original Publish Date: March 10, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25252>

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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](#).