



# Aviation Investigation Final Report

<b>Location:</b>	BOSTON, Massachusetts	<b>Accident Number:</b>	NYC89LA213
<b>Date &amp; Time:</b>	September 8, 1989, 15:15 Local	<b>Registration:</b>	N203Q
<b>Aircraft:</b>	ENSTROM F28A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

DRG LIFT-OFF TO A HOVER AT THE BEGINNING OF A FLT, A PASSENGER (SEATED IN THE MIDDLE SEAT OF THE HELICOPTER) INADVERTENTLY PUSHED THE CYCLIC CONTROL WITH HIS LEG. THE PLT STATED THAT THIS CAUSED THE HELICOPTER TO DRIFT LEFT & REARWARD. SUBSEQUENTLY, A SKID CAUGHT ON A BARBED WIRE FENCE NEAR THE HELIPAD. SINCE THE PLT DID NOT KNOW WHAT DAMAGE MIGHT HAVE OCCURRED, HE ELECTED TO LAND IMMEDIATELY. AS THE HELICOPTER WAS LANDED, THE MAIN ROTOR BLADE(S) STRUCK A FENCE POST.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILUE OF PILOT TO MAINTAIN CONTROL OF THE HELICOPTER WHEN A PASSENGER INADVERTENTLY PUSHED THE CYCLIC CONTROL. THE FENCE (NEAR THE HELIPAD) WAS CONSIDERED TO BE A FACTOR.

## Findings

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

### Findings

1. (C) CONTROL INTERFERENCE - INADVERTENT - PASSENGER
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: HOVER

Findings

3. (F) OBJECT - FENCE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<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>	June 1, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	6500 hours (Total, all aircraft), 3000 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ENSTROM	<b>Registration:</b>	N203Q
<b>Model/Series:</b>	F28A F28A	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	271
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	2150 lbs
<b>Time Since Last Inspection:</b>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	H10-360-C1A
<b>Registered Owner:</b>	TMA, INC	<b>Rated Power:</b>	205 Horsepower
<b>Operator:</b>	TMA INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	22°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(1MA3)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BOSTON HELIPORT 1MA3	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	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>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Yurman, Alan

**Additional Participating Persons:** ;

**Original Publish Date:** December 10, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=36478>

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