



Aviation Investigation Final Report

Location:	MALVERN, Pennsylvania	Accident Number:	NYC92LA100
Date & Time:	June 5, 1992, 08:50 Local	Registration:	N296Q
Aircraft:	ENSTROM F28A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT MADE A PRECAUTIONARY LANDING IN A CORNFIELD BECAUSE THE WEATHER CONDITIONS HAD DETERIORATED. UPON LANDING, THE FRONT OF THE SKIDS STARTED TO SINK INTO THE MUDDY GROUND. THE PILOT ATTEMPTED TO STOP THE SKIDS FROM SINKING BY PULLING REARWARD ON THE CYCLIC, THE MAIN ROTOR BLADES STRUCK AND SEVERED THE TAIL BOOM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT ABRUPTLY MOVED THE CYCLIC REARWARD WHICH RESULTED IN THE MAIN ROTOR BLADES STRIKING AND SEPARATING THE TAIL BOOM. A FACTOR IN THIS ACCIDENT WAS THE SOFT MUDDY FIELD.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

- Findings
1. WEATHER CONDITION - RAIN
 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
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Occurrence #2: ABRUPT MANEUVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - SOFT - PILOT IN COMMAND
4. (C) CYCLIC - ABRUPT - PILOT IN COMMAND
5. (C) MISC ROTORCRAFT, TAIL BOOM - SEPARATION

Occurrence #3: MISCELLANEOUS/OTHER

Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	42, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 23, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	11800 hours (Total, all aircraft), 275 hours (Total, this make and model), 10500 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N296Q
Model/Series:	F28A F28A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	375
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	August 13, 1991 Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:	96 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1780 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HIO-360-CIA
Registered Owner:	FREEDOM TRAFFIC PATROL INC.	Rated Power:	205 Horsepower
Operator:	WILLIAM MUGGLESTON	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	40.030647,-75.50949(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	JESSEE KERN; PHILEDELPHIA , PA
Original Publish Date:	August 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37157

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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](#).