



Aviation Investigation Final Report

Location:	KITTS HILL, Ohio	Accident Number:	NYC93LA016
Date & Time:	October 11, 1992, 16:34 Local	Registration:	N249Q
Aircraft:	ENSTROM F-28A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT MADE A 'HIGH AND LOW RECON' OF THE OFF AIRPORT LANDING AREA AND OBSERVED WIRES; HOWEVER, HE DID NOT OBSERVE A SET OF WIRES THAT CROSSED HIS FINAL APPROACH PATH. AT AN ALTITUDE OF APPROX 20 FEET HE CONTACTED THE WIRES AND LOWERED THE COLLECTIVE TO LAND IMMEDIATELY. THE HELICOPTER BOUNCED AND UPON THE SECOND TOUCHDOWN, THE RIGHT SKID COLLAPSED AND 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: A HARD LANDING DUE TO IMPROPER USE OF THE COLLECTIVE, FOLLOWING A WIRE STRIKE DUE TO INADEQUATE VISUAL LOOKOUT.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

- Findings
1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. (F) OBJECT - WIRE, TRANSMISSION
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Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) COLLECTIVE - IMPROPER - PILOT IN COMMAND

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. LANDING GEAR,SKID ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 11, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2750 hours (Total, all aircraft), 275 hours (Total, this make and model), 2571 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N249Q
Model/Series:	F-28A F-28A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	284
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	September 20, 1992 100 hour	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	855 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	H10-360-C1A
Registered Owner:	HI'ER AV. INC.	Rated Power:	205 Horsepower
Operator:	HI'ER AV. INC.	Operating Certificate(s) Held:	None
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHESAPEAKE , OH (HTW)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:15 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:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	38.569541,-82.530532(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	RICHARD J HERMANN; CINCINNATI , OH KEVIN M KELLY; CINCINNATI , OH
Original Publish Date:	August 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=37256

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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](#).