



Aviation Investigation Final Report

Location:	ABERDEEN, South Dakota	Accident Number:	CHI00LA131
Date & Time:	May 3, 2000, 17:55 Local	Registration:	N456EM
Aircraft:	Hughes 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The helicopter impacted terrain during landing after entering into a ground resonance condition..

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the ground resonance encountered by the pilot.

Findings

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

Findings

1. (C) GROUND RESONANCE - ENCOUNTERED - PILOT IN COMMAND

Factual Information

On May 3, 2000, at 1755 central daylight time, a Hughes 269C, N456EM, owned and piloted by a commercial pilot, received substantial damage on impact with terrain during landing at Aberdeen Regional Airport (ABR), Aberdeen, South Dakota. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 proficiency flight was not operating on a flight plan. The pilot reported no injuries. The local flight originated ABR at 1730.

In a written statement, the pilot reported, "...When landing, a condition I recognized as ground resonance began to exist. I then put the collective down and the condition did not seem to improve so I tried to lift the ship off the ground but rotor speed too slow".

Pilot Information

Certificate:	Commercial; Private	Age:	50, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 4, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 278 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N456EM
Model/Series:	269C 269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0473
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	January 14, 2000 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3829 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	H10-360-DIA
Registered Owner:	MARTIN BEVING	Rated Power:	190 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	ABR ,1301 ft msl	Distance from Accident Site:	
Observation Time:	17:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ABR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	
Departure Time:	17:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	ABERDEEN REGIONAL ABR	Runway Surface Type:	
Airport Elevation:	1302 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	45.459362,-98.479583(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	LYLE W ERICKSON; RAPID CITY , SD
Original Publish Date:	May 17, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49128

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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](#).