



Aviation Investigation Final Report

Location:	Nacogdoches, Texas	Accident Number:	FTW01LA109
Date & Time:	April 27, 2001, 17:40 Local	Registration:	N9508F
Aircraft:	Hughes 269B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The helicopter was parked on a trailer between two T-hangars and under a power line. The pilot stated that he cleared the area around the helicopter; however, he did not clear the area directly over the helicopter. The pilot lifted off the trailer and impacted the power line approximately 30 feet above the ground. The pilot mentioned that at the time of the accident, "the sun was at an angle and intensity so that the wires were not visible." He also stated that the wires were not marked with red balls. The power line wrapped around the main rotor mast and partially separated one of the main rotor blades. The helicopter then entered an uncontrolled descent and impacted the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain clearance with the wires during takeoff. Contributory factors were the sunglare and the unmarked wires.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OBJECT - WIRE, TRANSMISSION
3. (F) LIGHT CONDITION - SUNGLARE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On April 27, 2001, at 1740 central daylight time, a Hughes 269B helicopter, N9508F, was substantially damaged when it impacted wires and terrain during takeoff at the A.L. Mangham Jr. Regional Airport near Nacogdoches, Texas. The airplane was registered to and operated by the pilot. The airline transport pilot, who was the sole occupant, received minor injuries. Visual meteorological conditions prevailed and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 repositioning flight. The flight was originating at the time of the accident.

According to the pilot, the helicopter was parked on a trailer between two T-hangars and under a power line. The pilot stated that he cleared the area around the helicopter; however, he did not clear the area directly over the helicopter. The pilot lifted off the trailer and impacted the power line approximately 30 feet above the ground. The pilot mentioned that at the time of the accident, "the sun was at an angle and intensity so that the wires were not visible." He also stated that the wires were not marked with red balls. The FAA inspector stated that the power line wrapped around the main rotor mast and partially separated one of the main rotor blades. The helicopter then descended and impacted the ground.

The FAA inspector stated that the mast, main rotor blades and cabin area sustained structural damage.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 29, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 17, 2001
Flight Time:	11716 hours (Total, all aircraft), 200 hours (Total, this make and model), 11062 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9508F
Model/Series:	269B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1070338
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	December 1, 2000 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	10000 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	H10-360
Registered Owner:	Roger A. Buis	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	Otto, Inc.	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nacogdoches, TX (OCH)	Type of Flight Plan Filed:	None
Destination:	Nacogdoches, TX	Type of Clearance:	None
Departure Time:	17:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	A.L. Mangham Jr. Regional OCH	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	31.61037,-94.64952(est)

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	David H Miller; Federal Aviation Administration; Houston, TX
Original Publish Date:	September 19, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=52191

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).