



Aviation Investigation Final Report

Location:	Fairfield, Kentucky	Accident Number:	NYC01LA131
Date & Time:	May 28, 2001, 14:00 Local	Registration:	N9660F
Aircraft:	Hughes 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he initially overflew the field, and looked for power lines and transmission poles. He noticed one pole, but his attention was diverted, and didn't notice any other poles or power lines. The pilot made his approach, brought the helicopter into a hover, and hovered for about 1 minute. The pilot then looked for obstacles in his departure path, but didn't see any. He initiated the takeoff, and during the departure, the helicopter struck a power line. The pilot then performed an autorotation to the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate visual lookout during takeoff, and his inadequate reconnoiter of the area prior to takeoff.

Findings

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

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

On May 28, 2001, about 1400 Eastern Daylight Time, a Hughes 269C, N9660F, was substantially damaged when it struck a power line while taking off from a field in Fairfield, Kentucky. The certificated private pilot was not injured, and his passenger received minor injuries. Visual meteorological conditions prevailed at the time of the accident. No flight plan had been filed for the local flight, which originated at Samuels Field (BRY), Bardstown, Kentucky. The flight was conducted under 14 CFR Part 91.

According to the pilot, he initially overflew the field, and looked for power lines and transmission poles. He noticed one pole, but his attention was diverted, and didn't notice any other poles or power lines. The pilot made his approach, brought the helicopter into a hover, and hovered for about 1 minute. The pilot then looked for obstacles in his departure path, but didn't see any. He initiated the takeoff, and during the departure, the helicopter struck a power line. The pilot then performed an autorotation to the ground.

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 3, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	May 1, 2001
Flight Time:	359 hours (Total, all aircraft), 9 hours (Total, this make and model), 294 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 64 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9660F
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	110089
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	April 11, 2001 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2884 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	H10-360
Registered Owner:	Air Enterprises, Inc.	Rated Power:	190 Horsepower
Operator:	John C. Mayer	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LOU,500 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	22°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bardstown, KY (BRY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	None	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Stop and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	37.929435,-85.39093(est)

Administrative Information

Investigator In Charge (IIC):	Cox, Paul
Additional Participating Persons:	Douglas Hever; FAA/FSDO; Louisville, KY
Original Publish Date:	August 13, 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=52344

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](#).