Aviation Investigation Final Report

Location:	Covington, Washington	**Accident Number:**	SEA02LA150
Date & Time:	August 10, 2002, 09:45 Local	**Registration:**	N90271
Aircraft:	Hughes 269A	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

In a written statement the student pilot reported that the accident flight was his first attempt to hover the helicopter, solo. He reported that after his instructor exited the helicopter, and as he raised the collective in preparation for takeoff "The helicopter jumped into the air and moved to the right." He said that he inadvertently over corrected for the situation, and the helicopter started to move toward where his instructor was standing. In an effort to control the movement of the helicopter he "...immediately pulled the cyclic to rear." The helicopter's tail rotor subsequently struck the ground, and sustained substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Aircraft control not maintained while hovering.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings
1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings
2. TERRAIN CONDITION - GROUND

Factual Information

On August 10, 2002, approximately 0945 Pacific daylight time, a Hughes 269A helicopter, N90271, registered to Seaquest Expeditions Inc. of Eugene, Oregon, and being flown by a student pilot on his first solo flight, was substantially damaged when its tail rotor contacted terrain during liftoff from Crest Airpark (S36), Covington, Washington. The solo student pilot was not injured in the accident. Visual flight rules (VFR) weather conditions (ceiling 2,200 feet broken, visibility 10 statute miles), with winds from 290 degrees true at 4 knots, were reported at Seattle-Tacoma International Airport, Seattle, Washington, at 0956, and no flight plan had been filed for the 14 CFR 91 local instructional flight.

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Student pilot Information

Certificate:	Student	**Age:**	60,Male
Airplane Rating(s):	None	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Unknown	**Last FAA Medical Exam:**	June 3, 2002
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	28 hours (Total, all aircraft), 27 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	**Registration:**	N90271
Model/Series:	269A	**Aircraft Category:**	Helicopter
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	65-18261
Landing Gear Type:	Skid	**Seats:**	2
Date/Type of Last Inspection:	October 10, 2001 Annual	**Certified Max Gross Wt.:**	1384 lbs
Time Since Last Inspection:	61 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	5309 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	HIO-360
Registered Owner:	Seaquest Expeditions Inc	**Rated Power:**	180 Horsepower
Operator:	Charles Douglas	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SEA,429 ft msl	**Distance from Accident Site:**	10 Nautical Miles
Observation Time:	09:56 Local	**Direction from Accident Site:**	310°
Lowest Cloud Condition:	Scattered / 1500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 2200 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	270°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.12 inches Hg	**Temperature/Dew Point:**	17°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Covington, WA (S36)	**Type of Flight Plan Filed:**	None
Destination:	(S36)	**Type of Clearance:**	None
Departure Time:	09:45 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	CREST AIRPARK S36	**Runway Surface Type:**	
Airport Elevation:	466 ft msl	**Runway Surface Condition:**	Unknown
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	None

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:**	47.337223,-122.103614

Administrative Information

Investigator In Charge (IIC):	Nesemeier, Gregg
Additional Participating Persons:	Ove S Larsen ; FAA-FSDO; Renton, WA
Original Publish Date:	April 18, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55473