



Aviation Investigation Final Report

Location:	Lino Lakes, Minnesota	Accident Number:	CHI03LA104
Date & Time:	April 12, 2003, 21:23 Local	Registration:	N26HW
Aircraft:	Enstrom F-28A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The non-helicopter rated pilot was maneuvering and the aircraft descended and impacted the terrain. The pilot reported, "Did a number of approaches and hovers. On last one, aircraft seemed to accelerate with power to the ground." The pilot reported, on the NTSB accident form, there was no mechanical malfunction or failure. According to Federal Aviation Administration records, the pilot's last aviation medical examination was performed on September 25, 1991.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining aircraft control while maneuvering.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: HOVER - IN GROUND EFFECT

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF CERTIFICATION - PILOT IN COMMAND

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

Factual Information

On April 12, 2003, at 2123 central daylight time, an Enstrom F-28A helicopter, N26HW, sustained substantial damage during an in-flight collision with terrain near Lino Lakes, Minnesota. Night visual meteorological conditions prevailed at the time of the accident. The solo/instructional flight was being conducted under the provisions of 14 CFR Part 91 without a flight plan. The pilot did not report any injuries. The flight departed the Anoka County Airport (ANE), Minneapolis, Minnesota, at approximately 1830.

The pilot reported, "Departed ANE for training flight. Did a number of approaches and hovers. On last one, aircraft seemed to accelerate with power to the ground." The pilot reported, on the NTSB accident form, there was no mechanical malfunction or failure.

The pilot holds a commercial pilot certificate with airplane single engine land, airplane single engine sea, airplane multiengine land, free balloon, and instrument airplane ratings. According to Federal Aviation Administration records, the pilot's last aviation medical examination was performed on September 25, 1991.

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Balloon	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	September 25, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	January 1, 2003
Flight Time:	5000 hours (Total, all aircraft), 90 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Enstrom	Registration:	N26HW
Model/Series:	F-28A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	80
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2150 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2000 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	H10-360-C1A
Registered Owner:	Jeff Homich	Rated Power:	205 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	Four Aces	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	ANE,912 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	20:58 Local	Direction from Accident Site:	257°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	13°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minneapolis, MN (ANE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class G

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:	45.162776,-93.103332

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Barry Johnson; FAA - Minneapolis Flight Standards District Office; Minneapolis, MN
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56821

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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](#).