



Aviation Investigation Final Report

Location:	Farmingdale, New York	Accident Number:	NYC04CA096
Date & Time:	March 27, 2004, 16:00 Local	Registration:	N9520F
Aircraft:	Hughes 269B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was hover-taxiing at a height of 5-feet, when a gust of wind blew the helicopter sideways and to the right. The right skid contacted the ground and the helicopter rolled over. The pilot stated he did not experience any mechanical malfunctions. He reported 450 hours of total rotorcraft flight experience, which included 26 hours in make and model. Wind speeds of 15 knots, with 18 knot gusts, were reported about the time of the accident.

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 aircraft control while hover-taxiing. A factor in this accident was the high wind condition.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: HOVER

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On March 27, 2004, about 1600 eastern standard time, a Hughes 269B, N9520F, was substantially damaged while hover-taxiing at Republic Airport (FRG), Farmingdale, New York. The certificated commercial pilot and passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight conducted under 14 CFR Part 91.

The pilot stated he was hover-taxiing to runway 32, at a height of 5-feet, when a gust of wind blew the helicopter sideways and to the right. The right skid contacted the ground and the helicopter rolled over.

The pilot stated he did not experience any mechanical malfunctions. He reported 450 hours of total rotorcraft flight experience, which included 26 hours in the same make and model as the accident helicopter.

Winds speeds of 15 knots, with 18 knot gusts were reported FRG, about the time of the accident.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	56, 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):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 10, 2003
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 9, 2003
Flight Time:	17400 hours (Total, all aircraft), 26 hours (Total, this make and model), 16800 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9520F
Model/Series:	269B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	580362
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	October 1, 2003 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	32 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	13332 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	H10-360-A1A
Registered Owner:	John J. Tomaino	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FRG,82 ft msl	Distance from Accident Site:	
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	20°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Farmingdale, NY (FRG)	Type of Flight Plan Filed:	None
Destination:	(FRG)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	REPUBLIC FRG	Runway Surface Type:	
Airport Elevation:	82 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.72861,-73.41333

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Eva Mauro; Farmingdale, NY
Original Publish Date:	June 30, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=58959

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