



Aviation Investigation Final Report

Location:	Minerva, Ohio	Accident Number:	NYC05CA008
Date & Time:	October 10, 2004, 12:00 Local	Registration:	N7423F
Aircraft:	Hughes 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

As the pilot lifted the helicopter off the ground, it began to "tilt forward." In an attempt to recover the pitch attitude, the pilot pulled back on the cyclic, and at the same time, the tail boom impacted the ground, and separated from the helicopter. The pilot reported no mechanical deficiencies with the helicopter.

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 control of the helicopter during liftoff.

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

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

Findings

2. TERRAIN CONDITION - RUNWAY

Factual Information

On October 10, 2004, at 1200 eastern daylight time, a Hughes 269C, N7423F, was substantially damaged during liftoff from the Minerva Airport (OH15), Minerva, Ohio. The certificated private pilot and two passengers were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the flight which was destined for the Barber Airport (2D1), Alliance, Ohio. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, as he lifted the helicopter off the ground, it began to "tilt forward." In an attempt to recover the pitch attitude, the pilot pulled back on the cyclic, and at the same time, the tail boom impacted the ground, and separated from the helicopter.

The pilot reported receiving his private pilot certificate approximately 2 weeks prior to the accident. At the time of the accident, he had accumulated 76 hours of flight time, in make and model. Additionally, the pilot reported no mechanical deficiencies with the helicopter.

Examination of the helicopter by a Federal Aviation Administration (FAA) inspector revealed substantial damage to the tail boom and main rotor blades.

The winds reported at Barber Airport, about 17 miles to the northwest of Minerva, were from 360 degrees at 6 knots.

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 16, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	August 1, 2004
Flight Time:	286 hours (Total, all aircraft), 76 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N7423F
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	660512
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	April 1, 2004 Annual	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:	204 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4481 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	H10-360
Registered Owner:	Dennis Philippi	Rated Power:	190 Horsepower
Operator:	Dennis Philippi	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CAK,1228 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	15:51 Local	Direction from Accident Site:	300°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 2400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	13°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Minerva, OH (OH15)	Type of Flight Plan Filed:	None
Destination:	Alliance, OH (2D1)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Minerva Airport OH15	Runway Surface Type:	Asphalt
Airport Elevation:	1080 ft msl	Runway Surface Condition:	Dry
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:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.745834;-81.144165

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	
Original Publish Date:	December 28, 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=60360

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