



Aviation Investigation Final Report

Location:	Diamond Head, Mississippi	Accident Number:	MIA05CA006
Date & Time:	October 16, 2004, 12:50 Local	Registration:	N119DM
Aircraft:	Schweizer 269C	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that a few minutes after departure, he performed a precautionary off airport landing in cleared area in marsh section next to the bay, to correct a sticking floor push-to-talk microphone switch. The helicopter was shut down and pilot corrected the sticking microphone switch. The helicopter was started and as it took off to a hover it spun to the right. The pilot managed to land the helicopter in the marsh area. He shut down the helicopter; however, the grass caught fire from the heat of the engine exhaust system. The fire quickly spread, consuming the helicopter and a section of the marsh area before the fire department arrived to extinguish the fire.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent loss of tail rotor effectiveness during takeoff to a hover and aborted landing in a grass area resulting in the grass catching fire from the engine exhaust and the helicopter being consumed by fire.

Findings

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

Findings

1. (C) LOSS OF TAIL ROTOR EFFECTIVENESS - INADVERTENT - PILOT IN COMMAND

2. ABORTED LANDING - INITIATED - PILOT IN COMMAND

Occurrence #2: MISCELLANEOUS/OTHER

Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

Findings

3. EXHAUST SYSTEM

4. (F) TERRAIN CONDITION - GRASS

Factual Information

On October 16, 2004, about 1250 central daylight time, a Schweizer 269C, N119DM, registered to and operated by a private individual, as a Title 14 CFR Part 91 personal flight, caught fire during shutdown near Diamondhead Airport, Diamondhead, Mississippi. Visual meteorological conditions prevailed and no flight plan was filed. The private-rated pilot and one passenger received no injuries, and the helicopter was destroyed. The flight had originated 15 minutes earlier from the Diamondhead Airport.

The pilot stated that a few minutes after departure, he performed a precautionary off airport landing in cleared area in marsh section next to the bay, to correct a sticking floor push-to-talk microphone switch. The helicopter was shut down and pilot corrected the sticking microphone switch. The helicopter was started and as it took off to a hover it spun to the right. The pilot managed to land the helicopter in the marsh area. He shut down the helicopter; however, the grass caught fire from the heat of the engine exhaust system. The fire quickly spread, consuming the helicopter and a section of the marsh area before the fire department arrived to extinguish the fire.

Pilot Information

Certificate:	Private	Age:	58, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 30, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1825 hours (Total, all aircraft), 187 hours (Total, this make and model), 94 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N119DM
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S1460
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	H10-360-D1A
Registered Owner:	Richard D. Richard	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	HSA	Distance from Accident Site:	
Observation Time:	12:57 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	0 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	26°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Diamond, MS (66Y)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	30.362777,-89.386947

Administrative Information

Investigator In Charge (IIC): Obregon, Jose

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=60464>

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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](#).