



Aviation Investigation Final Report

Location:	Slidell, Louisiana	Accident Number:	DFW07CA146
Date & Time:	June 28, 2007, 10:30 Local	Registration:	N292B
Aircraft:	Schweizer 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

The single-engine helicopter encountered a settling with power condition resulting in a hard landing on a marsh. The 3,300-hour commercial pilot was hovering the helicopter at approximately 100 feet above the ground (AGL) while performing a wildlife/mapping survey, approximately 100 feet above ground level (AGL), when he lost control of the helicopter. The helicopter's tail-boom separated and the main rotor blades impacted the ground during the hard landing. The helicopter came to rest in the upright position with the nose pointing skyward. The pilot was able to exit the helicopter unassisted. The pilot reported that he had a 15 knot tailwind, when he slowed the helicopter to mark a waypoint. As he applied left torque pedal and added collective, the main rotor RPM drooped. The pilot was unable to recover sufficient rotor RPM to prevent ground contact. The pilot further stated that there were no malfunctions with the helicopter's engine or controls. Visual metrological conditions prevailed at the time of the accident and the temperature was reported as 85-degrees Fahrenheit.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's encounter with settling with power condition while hovering out of ground effect. A contributing factor was the prevailing tailwind.

Findings

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

Findings

1. WEATHER CONDITION - HIGH WIND
2. ROTOR RPM - LOW - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (C) SETTling WITH POWER - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - SWAMPY

Factual Information

The single-engine helicopter encountered a settling with power condition resulting in a hard landing on a marsh. The 3,300-hour commercial pilot was hovering the helicopter at approximately 100 feet above the ground (AGL) while performing a wildlife/mapping survey, approximately 100 feet above ground level (AGL), when he lost control of the helicopter. The helicopter's tail-boom separated and the main rotor blades impacted the ground during the hard landing. The helicopter came to rest in the upright position with the nose pointing skyward. The pilot was able to exit the helicopter unassisted. The pilot reported that he had a 15 knot tailwind, when he slowed the helicopter to mark a waypoint. As he applied left torque pedal and added collective, the main rotor RPM drooped. The pilot was unable to recover sufficient rotor RPM to prevent ground contact. The pilot further stated that there were no malfunctions with the helicopter's reciprocating engine or controls. Visual metrological conditions prevailed at the time of the accident and the temperature was reported as 85-degrees Fahrenheit.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 1, 2007
Flight Time:	3400 hours (Total, all aircraft), 3200 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 88 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N292B
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1385
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	June 1, 2007 100 hour	Certified Max Gross Wt.:	2050 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6120 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	H10-360
Registered Owner:	Valley Helicopter Services, LLC	Rated Power:	190 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Slidell, LA	Type of Flight Plan Filed:	None
Destination:	Slidell, LA	Type of Clearance:	None
Departure Time:	09:15 Local	Type of Airspace:	

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:	30.167222,-89.65583

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Bruce Watts; Baton Rouge, Louisiana; Baton Rouge, LA
Original Publish Date:	July 25, 2007
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=66113

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