



Aviation Investigation Final Report

Location:	Ormond Beach, Florida	Accident Number:	NYC07CA184
Date & Time:	July 23, 2007, 12:30 Local	Registration:	N171TA
Aircraft:	Schweizer 269C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The certified flight instructor (CFI) and a student pilot were practicing an engine failure, with a 180-degree turn. According to the CFI, the student pilot attempted to "stretch," to reach a field to the helicopter's left, even though a more obtainable field was located to the helicopter's right. The CFI called for a go-around at 150 feet above the ground; however, when the student pilot rolled on the throttle and pulled up on the collective, the rpm began to drop quickly, and the helicopter continued to descend. The CFI took the controls; however, the helicopter struck pine trees, and descended to the ground. Examination of the helicopter did not reveal any preimpact mechanical malfunctions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The certified flight instructor's delayed remedial action, which resulted in an in-flight collision with trees.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING

Findings

1. OBJECT - TREE(S)
2. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)



Factual Information

The certified flight instructor (CFI) and a student pilot were practicing an engine failure, with a 180-degree turn, in a Schweizer 269C helicopter. According to the CFI, the student pilot attempted to "stretch," to reach a field to the helicopter's left, even though a more obtainable field was located to the helicopter's right. The CFI called for a go-around at 150 feet above the ground; however, when the student pilot rolled on the throttle and pulled up on the collective, the rpm began to drop quickly, and the helicopter continued to descend. The CFI took the controls; however, the helicopter struck pine trees, and descended to the ground. Examination of the helicopter by a Federal Aviation Administration inspector did not reveal any preimpact malfunctions; nor did the CFI report any. The CFI reported 340 hours of total flight experience, which included 238 hours accumulated in helicopters.

Flight instructor Information

Certificate:	Commercial; Flight instructor; Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2007
Flight Time:	340 hours (Total, all aircraft), 238 hours (Total, this make and model), 251 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	19, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	20 hours (Total, all aircraft), 20 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N171TA
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0161
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	July 1, 2007 100 hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1933 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	H10-360
Registered Owner:	Tomlinson Aviation	Rated Power:	180
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OMN,29 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	12:50 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 9000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	28°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ormond Beach, FL (OMN)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Ormond Beach OMN	Runway Surface Type:	
Airport Elevation:	29 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	29.300556,-81.113609

Administrative Information

Investigator In Charge (IIC):	Schiada, Luke
Additional Participating Persons:	Richard Scheibel; FAA/FSDO; Orlando, FL
Original Publish Date:	October 31, 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.ntsb.gov/Docket?ProjectID=66358

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