



Aviation Investigation Final Report

Location:	Killeen, Texas	Accident Number:	DFW08CA114
Date & Time:	April 23, 2008, 17:50 Local	Registration:	N9064N
Aircraft:	Hughes 269A	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While practicing an autorotation maneuver, the pilot rolled the throttle back on and began a power recovery before reducing the throttle to continue the autorotation. The helicopter's airspeed decreased to approximately 40 knots at 300 feet above ground level (AGL). The pilot attempted to go-around but was unable to increase the rotor RPM (rotations per minute.) The helicopter continued to sink as the flight instructor attempted to increase power and reduce the sink rate. The flight instructor lowered the helicopter's nose in an attempt to increase airspeed. At 50 feet AGL the pilot reported that a gust of wind decreased the helicopter's airspeed further resulting in an increased sink rate. The flight instructor flared the helicopter as it approached the ground. The helicopter contacted the ground and rolled coming to rest on its side.

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 main rotor RPM and a safe rate of descent during the autorotation. A contributing factor was the gusty winds.

Findings

Aircraft	Prop/rotor parameters - Incorrect use/operation
Environmental issues	Gusts - Not specified

Factual Information

History of Flight

Autorotation	Loss of control in flight (Defining event)
Landing	Hard landing

Flight instructor Information

Certificate:	Commercial; Flight instructor; Private	Age:	30, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 1, 2007
Flight Time:	515 hours (Total, all aircraft), 250 hours (Total, this make and model), 480 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	None	Seat Occupied:	Right
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 2 Without waivers/limitations	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2006
Flight Time:	150 hours (Total, all aircraft), 80 hours (Total, this make and model), 100 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hour (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9064N
Model/Series:	269A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	96-0657
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	February 1, 2008 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	56 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7327 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	H10-360-BIA
Registered Owner:	Vista Aviation LLC	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:	ILE,848 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	29°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Killeen, TX (ILE)	Type of Flight Plan Filed:	None
Destination:	Killeen, TX (ILE)	Type of Clearance:	None
Departure Time:	04:45 Local	Type of Airspace:	

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach: None
Runway Length/Width:	VFR Approach/Landing:

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.085832,-97.686386

Administrative Information

Investigator In Charge (IIC):	Gamble, William
Additional Participating Persons:	Thomas A Hennessee; Fort Worth
Original Publish Date:	May 28, 2008
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=67877

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