



Aviation Investigation Final Report

Location:	Reno, Nevada	Accident Number:	SEA08CA144
Date & Time:	May 29, 2008, 11:00 Local	Registration:	N2024Z
Aircraft:	Schweizer 269C-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The purpose of the instructional flight was to practice pinnacle approaches. Approaching a ridgeline to be used for the pinnacle approach, the flight instructor observed the airspeed drop below 41 knots (translational lift), resulting in a loss of altitude and the inability to clear the ridgeline. The flight instructor took control of the helicopter, initiated a left turn to avoid the ridgeline, and lowered collective in an attempt to gain airspeed. The helicopter subsequently impacted terrain in a level attitude after failing to gain sufficient altitude to clear a ravine, sliding about 30 to 40 feet after impact. The instructor said there were no preimpact anomalies with the airframe or engine during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to maintain translational lift airspeed while approaching the pinnacle and the certificated flight instructor's delayed remedial action and inadequate supervision of the flight.

Findings

Environmental issues	Mountainous/hilly terrain - Not specified
Aircraft	Airspeed - Not attained/maintained
Personnel issues	Delayed action - Instructor/check pilot
Personnel issues	Monitoring other person - Instructor/check pilot
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	25, Male
Airplane Rating(s):	None	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	October 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	560 hours (Total, all aircraft), 510 hours (Total, this make and model), 135 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	None	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 1	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	112 hours (Total, all aircraft), 70 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N2024Z
Model/Series:	269C-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0098
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
Registered Owner:	Bristow Academy	Rated Power:	
Operator:	Bristow Academy	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:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV (45D)	Type of Flight Plan Filed:	None
Destination:	(45D)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	39.756668,-119.783058

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	Federal Aviation Administration; Reno, NV
Original Publish Date:	July 30, 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=68121

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).