



Aviation Investigation Final Report

Location:	Cook, Minnesota	Accident Number:	CHI08CA164
Date & Time:	June 14, 2008, 20:22 Local	Registration:	N9357F
Aircraft:	Hughes 269B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The pilot stated that he was cruising east in a helicopter. He made a 180 degree turn to the right, flew west for about 40 seconds, and made a 180 degree turn to right. The pilot reported that he rolled out of the turn, but the helicopter continued to turn right. He said that he landed flat, and the spinning helicopter rolled onto its right side. The helicopter was examined after the accident, and no preimpact anomalies were detected. The pilot's safety recommendation was, "Watch your airspeed when turning right so that your tail can still maintain control."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not maintaining tail rotor effectiveness while turning in cruise.

Findings

Aircraft	Tail rotor control system - Incorrect use/operation
-----------------	---

Factual Information

History of Flight

Enroute-cruise	Loss of control in flight (Defining event)
Landing	Roll over

Pilot Information

Certificate:	Commercial; Private	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7650 hours (Total, all aircraft), 3100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9357F
Model/Series:	269B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0044
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	August 1, 2007 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4101 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	H10-360
Registered Owner:	ADRENALIN AIRSHOWS INC	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:	CKC,1799 ft msl	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Cook, MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	47.821666,-92.690551

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Alan Hoffert; Minneapolis, MN, FSDO
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=68319

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](#).