



Aviation Investigation Final Report

Location:	Titusville, Florida	Accident Number:	ERA09CA349
Date & Time:	June 13, 2009, 09:15 Local	Registration:	N1565B
Aircraft:	Schweizer 269C-1	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The rotorcraft pilot stated that the purpose of his flight was to practice flight maneuvers. He said that he was at a 3-foot hover when the right rear skid made contact with the ground. The helicopter suddenly rolled onto its right side and sustained substantial damage to the tail rotor gearbox. The pilot did not report any mechanical or flight control anomalies. Winds about the time of the accident were from 250 degrees at 5 knots.

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 control of the helicopter during hover, resulting in a rollover.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Maneuvering-hover	Loss of control in flight (Defining event)
Post-impact	Roll over

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine land	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 3 With waivers/limitations	Last FAA Medical Exam:	February 6, 2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 30, 2008
Flight Time:	311 hours (Total, all aircraft), 102 hours (Total, this make and model), 234 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N1565B
Model/Series:	269C-1	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	0202
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	May 27, 2009 100 hour	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	42 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2609 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	HIO-360
Registered Owner:	BRISTOW ACADEMY INC	Rated Power:	180 Horsepower
Operator:	BRISTOW ACADEMY INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TIX,34 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 1800 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	Titusville, FL (TIX)	Type of Flight Plan Filed:	None
Destination:	Titusville, FL (TIX)	Type of Clearance:	None
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	Space Coast Regional Airport TIX	Runway Surface Type:	
Airport Elevation:	34 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	28.514722,-80.799163(est)

Administrative Information

Investigator In Charge (IIC):	Gunther, Todd
Additional Participating Persons:	Rick Sheppard; FAA/FSDO; Orlando, FL
Original Publish Date:	September 10, 2009
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=74053

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