



Aviation Investigation Final Report

Location:	Katy, Texas	Accident Number:	CEN11CA442
Date & Time:	July 3, 2011, 12:15 Local	Registration:	N72DC
Aircraft:	Schweizer 269C	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

According to the pilot, during an aerial application flight, the helicopter pilot was flying between 6 and 7 feet above the ground, at an airspeed of 20 knots. While maneuvering, the pilot encountered a low rotor rpm situation and the helicopter started to settle. As soon as the helicopter descended, the landing skid became tangled in the rice plants, and the helicopter came to rest on its side. During the collision with terrain, the tail boom and main rotor separated from the fuselage. An examination of the helicopter and its systems revealed no preimpact mechanical failures or malfunctions.

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 adequate rotor rpm during a low-altitude maneuvering flight.

Findings

Personnel issues	(general) - Pilot
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Factual Information

History of Flight

Maneuvering	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	31, 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 2 Without waivers/limitations	Last FAA Medical Exam:	April 1, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 28, 2011
Flight Time:	337 hours (Total, all aircraft), 215 hours (Total, this make and model), 282 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	Registration:	N72DC
Model/Series:	269C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	S1624
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	June 29, 2011 AAIP	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2094 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	H10-360 SER
Registered Owner:	DYLAN AVIATION LLC	Rated Power:	205 Horsepower
Operator:	DYLAN AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSGR,82 ft msl	Distance from Accident Site:	
Observation Time:	12:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
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:	34°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brookshire, TX	Type of Flight Plan Filed:	Company VFR
Destination:	Brookshire, TX	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

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:	29.727222,-95.899719

Administrative Information

Investigator In Charge (IIC):	Rodi, Jennifer
Additional Participating Persons:	Casey Storm; FAA FSDO; Houston, TX
Original Publish Date:	November 22, 2011
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=80966

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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](#).