



Aviation Investigation Final Report

Location:	BLUE ASH, Ohio	Accident Number:	BF096LA003
Date & Time:	October 6, 1995, 15:20 Local	Registration:	N51786
Aircraft:	ENSTROM F28-280C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE COMMERCIAL PILOT STATED THAT BECAUSE OF OBSTACLES IN THE VICINITY OF THE HELICOPTER, HE DECIDED TO HOVER TAXI BACKWARDS, THEN MAKE A LEFT TURN FOR TAKEOFF. HE REPORTED THAT HE BEGAN TO HOVER TAXI WITH A TAILWIND OF 14 KNOTS, WITH GUSTS TO 22 KNOTS. THE PILOT STATED THAT BECAUSE OF THE WINDS, HE WAS FOCUSED ON THE WINDSOCK, HIS FLIGHT PATH AND ENGINE RPM, AND FORGOT ABOUT THE HELICOPTER WHICH WAS PARKED BEHIND HIM. THE MAIN ROTOR STRUCK THE PARKED HELICOPTER AS THE PILOT WAS TURNING THE HELICOPTER TO THE LEFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the commercial pilot's failure to maintain clearance from obstacles during hover-taxi operations. Related factors the tailwind, the nearby obstacle, and the misjudged maneuver to avoid obstacles.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: HOVER

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (F) MANEUVER TO AVOID OBSTRUCTIONS - MISJUDGED - PILOT IN COMMAND

3. (F) OBJECT - AIRCRAFT PARKED/STANDING
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On October 6, 1995, at 1520 eastern daylight time, an Enstrom F28-280C, N51786, registered to New Horizons Helicopters, Cincinnati, Ohio, collided with a unoccupied parked helicopter while hover taxiing prior to takeoff at Gallenstein Park Heliport, in Blue Ash, Ohio. The taxiing helicopter was substantially damaged. The commercial pilot, the sole occupant, received no injuries. The unoccupied helicopter received minor damage. Visual meteorological conditions prevailed and no flight plan had been filed. The flight was conducted under 14 CFR Part 91.

The pilot stated that because of a small hangar to the left of the parked helicopter, a fence in front, and telephone poles and wires to the right, he planned to hover taxi aft, then turn left in order to takeoff. He noted that there was an unoccupied helicopter parked approximately sixty feet aft and right of N51786. The pilot stated that he thought he had enough room between the helicopters to hover taxi as planned. He reported that he "...picked N51786 up off it's cart. As [the taxi] was into a tailwind, I was paying a lot of attention to the windsock and maintaining course and RPM while taxiing in reverse. I forgot the other helicopter was parked behind...and backed into it...I start every afternoon the same way, from the same position, to report afternoon rush hour traffic. The difference today was the second helicopter." Winds were reported to be out of 230 degrees at 14 knots, with gusts to 22 knots.

Pilot Information

Certificate:	Commercial; Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 14, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 5900 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N51786
Model/Series:	F28-280C F28-280C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	450
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	October 4, 1995 100 hour	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:	5 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2229 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	H10-360-EIAD
Registered Owner:	NEW HORIZONS HELICOPTERS, INC	Rated Power:	205 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LUK ,483 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	185°
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(220H)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	GALLENSTEIN HELIPORT 220H	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	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:	39.210441,-84.399749(est)

Administrative Information

Investigator In Charge (IIC):	Cain, James
Additional Participating Persons:	STANLEY P FASKE; CINCINNATI , OH
Original Publish Date:	December 19, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=9100

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](#).