



# Aviation Investigation Final Report

<b>Location:</b>	Hudson, Wisconsin	<b>Accident Number:</b>	CEN14LA537
<b>Date &amp; Time:</b>	June 10, 2014,	<b>Registration:</b>	N5335U
<b>Aircraft:</b>	Hughes TH 55A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Unknown or undetermined	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The passenger reported that the airline transport pilot, who was not helicopter-rated, took off in the helicopter with the intention of conducting a cross-country flight. Shortly after takeoff, the engine lost power, and the helicopter then descended into trees. The helicopter was subsequently moved back to the owner's repair station, and the wreckage was later discovered during routine surveillance of the station by the Federal Aviation Administration; the engine was not examined. The pilot did not report the accident and stated that there was no intent for flight when the helicopter was damaged.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The nonhelicopter-rated pilot's operation of the helicopter and its subsequent collision with trees during takeoff for reasons that could not be determined based on the available evidence.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
<b>Personnel issues</b>	Qualification/certification - Pilot

## Factual Information

### History of Flight

<b>Takeoff</b>	Unknown or undetermined (Defining event)
<b>Emergency descent</b>	Collision with terr/obj (non-CFIT)

On June 10, 2014, at an unknown time, a Hughes TH-55A, N5335U, sustained substantial damage during an off airport forced landing after a reported loss of engine power shortly after takeoff from a parking lot in Hudson, Wisconsin. The non-rotorcraft rated airline transport pilot and passenger received minor injuries. The helicopter was substantially damaged. The helicopter was registered to Aviation Consultant Expert Solutions LLC and operated under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed. The flight was originating at the time of the accident with the intended destination of Lake Elmo, Minnesota.

During a routine surveillance of a Part 145 repair station in Sioux City, Iowa, on October 27, 2015, Federal Aviation Administration (FAA) inspectors noticed some disassembled helicopter wreckage including rotor blades at the facility. The FAA inspectors were told that one of the repair station owners was involved in an accident with the helicopter in Hudson, Wisconsin, in June 2014.

The pilot did not report the accident to the NTSB when it occurred. The pilot was contacted by NTSB and he reported that there was no intent for flight when the helicopter was damaged.

The passenger who was on board at the time reported in an email that they took off from the JetPubs parking lot in Hudson, Wisconsin, with the intention of flying to Lake Elmo, Minnesota. Shortly after takeoff, the helicopter engine lost power and the helicopter descended contacting trees prior to impacting the ground.

The pilot contacted his business partner stating that he crashed the helicopter and he needed help in moving it back to Iowa. The business partner stated he went to Wisconsin and the pilot already had the helicopter on a trailer. He stated the pilot showed him the wooded area on the west side of JetPubs where the accident occurred.

The pilot's flight instructor reported to the FAA that the pilot had about 35 hours of rotorcraft flight training and he was not endorsed for solo flight.

The engine was not examined following the accident.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 None	<b>Last FAA Medical Exam:</b>	March 18, 2015
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 8000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Hughes	<b>Registration:</b>	N5335U
<b>Model/Series:</b>	TH 55A	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2013	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	64-18042
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>		<b>Engine Model/Series:</b>	HIO-360-B1A
<b>Registered Owner:</b>	AVIATION CONSULTANT EXPERT SOLUTIONS LLC	<b>Rated Power:</b>	
<b>Operator:</b>	AVIATION CONSULTANT EXPERT SOLUTIONS LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Hudson, WI	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lake Elmo, MN (21D )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	44.961387,-92.74472(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	Brian Lundquist; FAA; Des Moines, IA
<b>Original Publish Date:</b>	August 1, 2016
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=92390">https://data.nts.gov/Docket?ProjectID=92390</a>

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](#).