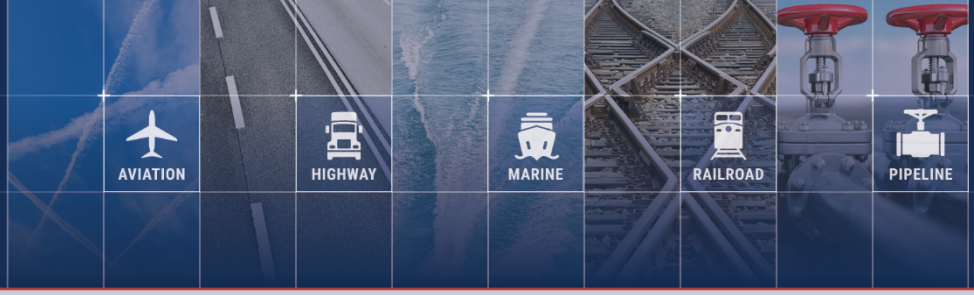

Aviation Investigation Final Report

Location:	Brewster, Washington	**Accident Number:**	WPR19LA168
Date & Time:	May 28, 2019, 17:10 Local	**Registration:**	N955TC
Aircraft:	Sikorsky UH19	**Aircraft Damage:**	Substantial
Defining Event:	Hard landing	**Injuries:**	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot-in-command (PIC) was evaluating another pilot as a new job applicant. While the applicant-pilot was manipulating the helicopter controls, the PIC heard a “bang” and noted an overspeed indication on the tachometer. He subsequently took control of the helicopter and performed an autorotation that resulted in a hard landing, which substantially damaged the helicopter. The Federal Aviation Administration and operator surmised that the main drive line system clutch and torque converter failed, which resulted in the engine overspeed. However, the operator did not respond to investigators or submit a NTSB Form 6120.1, Pilot/Operator Aircraft Accident Incident Report, nor was a follow-up examination of the helicopter able to be scheduled and performed by the NTSB investigator. Due to the operator’s lack of cooperation during the investigation, the NTSB investigator was unable to definitively determine the cause of the accident.

Probable Cause and Findings

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

A reported mechanical malfunction and a hard landing for reasons that could not be determined based on available evidence.

Findings

Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Maneuvering-low-alt flying	Unknown or undetermined
Autorotation	Hard landing (Defining event)

On May 28, 2019, about 1710 Pacific daylight time, a Sikorsky UH-19D helicopter, N955TC, was substantially damaged when it was involved in an accident near Brewster, Washington. One pilot received minor injuries, while the second pilot was uninjured. The helicopter was operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as an evaluation flight.

The day after the accident, Federal Aviation Administration (FAA) inspectors interviewed the pilot-in-command (PIC) who informed the inspectors that the purpose of the flight was to evaluate the other pilot as a "new job applicant" for cherry drying flights. The applicant-pilot was flying the helicopter when the PIC heard a "bang", observed the over-speed on the tachometer and saw the "applicant-pilot" frozen on the controls. The PIC took over the controls and executed an autorotation from about 20-50 ft agl. The helicopter subsequently landed hard, separating the tailboom from the fuselage and collapsing the landing gear, which resulted in substantial damage. The applicant-pilot was uninjured but remained in the hospital and was discharged the next day with no forwarding address or phone number. The FAA inspectors and the operator surmised that the main drive line system clutch and torque converter failed, which resulted in the engine over-speed.

The NTSB investigator attempted to contact the operator to discuss future examination of the helicopter and to obtain the NTSB Pilot/Operator Aircraft Accident/Incident Report Form 6120.1. However, all attempts to contact the operator were unsuccessful, and the proposed follow-up examination of the helicopter by the NTSB was not performed.

Pilot Information

Certificate:	Commercial	**Age:**	48,Male
Airplane Rating(s):	None	**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	Helicopter	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 2	**Last FAA Medical Exam:**	June 9, 2020
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:			

Co-pilot Information

Certificate:	Commercial	**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Unknown
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	
Instrument Rating(s):	Helicopter	**Second Pilot Present:**	Yes
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:	Class 2	**Last FAA Medical Exam:**	July 6, 2020
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Sikorsky	**Registration:**	N955TC
Model/Series:	UH19 D	**Aircraft Category:**	Helicopter
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	57-5961
Landing Gear Type:	Skid	**Seats:**	2
Date/Type of Last Inspection:	July 12, 2018 Annual	**Certified Max Gross Wt.:**	7198 lbs
Time Since Last Inspection:		**Engines:**	1
Airframe Total Time:		**Engine Manufacturer:**	
ELT:		**Engine Model/Series:**	
Registered Owner:	On file	**Rated Power:**	
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KOMK,1300 ft msl	**Distance from Accident Site:**	
Observation Time:	17:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	230°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.84 inches Hg	**Temperature/Dew Point:**	28.9°C / 3.9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brewster, WA	**Type of Flight Plan Filed:**	None
Destination:	Brewster, WA	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 1 None	**Latitude, Longitude:**	48.149604,-119.82086(est)

Administrative Information

Investigator In Charge (IIC):	Smith, Maja
Additional Participating Persons:	Christopher Lang; FAA; Spokane, WA
Original Publish Date:	February 9, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=99595