



**National Transportation Safety Board  
Factual Data Collection Report of Accident**

**CHI06CA266**

Aircraft Reg No: N530FF  
Most Critical Injury: None

Location/Time

Nearest City/Place: Port Clinton, OH  
Occurrence Date: 09/16/2006  
Occurrence Time: 1041 EDT

Flight Itinerary

Last Depart. Point: PORT CLINTON, OH  
Destination: Local Flight

Aircraft Information

Type of Aircraft: Helicopter (not Homebuilt)  
Make/Model: Md Helicopters Inc. / 369FF  
Serial Number: 0140FF  
Landing Gear: High Skid  
Engine Type: Turbo Shaft  
Engine Make/Model: Rolls-Royce / 250-C30  
Aircraft Damage: Substantial  
Aircraft Fire: None

Operator Information

Registered Acft Owner: SKY FLIGHT LLC  
Operator of Aircraft: SKY FLIGHT LLC  
Operator Address: ASHLAND, OR  
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day  
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Commercial; Multi-engine Land; Single-engine Land; Helicopter

Flight Time (Hours)

Instrument Ratings: Airplane  
Medical Cert: Class 3  
Date of Last Med. Exam: 07/2006

Total All Aircraft: 12650  
Total Make/Model: 8000

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	1

Narrative

\*\*\* This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1\*\*\*

\*\*\* Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. \*\*\*

The experimental research and developmental helicopter's left boom impacted water during an offshore low level survey flight. The pilot's accident report stated, "While flying an Easterly course line at approximately 25 knots over calm surface conditions, a course correction to the left was initiated with 2 degrees of left bank angle. This resulted in the left boom tip touching the surface of the water. The nose of the helicopter pitched down causing the main rotor blades to strike the water. The helicopter became inverted, sinking immediately. The elapsed time between the boom tip contacting the water and the helicopter becoming inverted was approximately three seconds." The pilot reported no mechanical malfunctions in reference to the survey flight.