
		NTSB ID: ERA09LA173		Aircraft Registration Number: N5205C	
		Occurrence Date: 02/24/2009		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Moyock		State NC	Zip Code 27958	Local Time 1336	Time Zone EST
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility: 1			
Aircraft Information Summary					
Aircraft Manufacturer HUGHES		Model/Series 369F		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***</p> <p>On February 24, 2009, about 1336 eastern standard time, a Hughes 369F helicopter, N5205C, registered to EP Aviation LLC, and operated by Presidential Airways Incorporated, crashed into a ship board landing simulator (Conex), while practicing skid toe landings, at the Blackwater Airstrip (NC61), Moyock, North Carolina. The airline transport pilot, certified flight instructor (CFI) was killed and the commercial-rated student pilot received minor injuries. The helicopter sustained substantial damage. The flight was operated as an instructional flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91, and no flight plan was filed. Visual meteorological conditions prevailed (VMC) at the time of the accident. The flight departed from Elizabeth City CG Air Station/Regional Airport (ECG), Elizabeth City, North Carolina, about 1230 the same day.</p> <p>According to the student, they departed ECG after lunch for the afternoon portion of training. They arrived at the hangar at NC61 and the ground crew at Presidential Airways repositioned the "Little Bird" docking cart. The pilots practiced the toe landings and then single skid landings to both sides. The CFI demonstrated one landing to each side and then the student performed three to four landings on each side. At the completion of these practice landings they repositioned to the conexas to practice the same toe landings. At the completion of those practice landings, they proceeded to the ship board landing simulators, which were constructed of conexas.</p> <p>The student pilot stated that the CFI did a circling pattern around the simulators to make sure they were clear. Then he started an approach to the top rail. When they got close to touching down, the student leaned forward and looked at the toe of the skid and saw it was under the top rail. He was reaching for the press to talk button to tell the CFI when the helicopter flipped over the railing and into a stairwell. When the helicopter settled, the engine was still running. The student went to shut it off and found the throttle was at idle, and he rolled it the rest of the way to the off position. The student pilot released his restraint and tried to get the CFI to respond, but he did not. He pulled the CFI from the helicopter and got him to the ground where paramedics were waiting.</p> <p>Witnesses in the local area who observed the helicopter landing on the conex stated that they believed that the helicopter got one or both skids stuck on the railings of the conex and then flipped over.</p> <p>According to Presidential Airways, the purpose of the accident flight was to provide familiarization training in the MD-530 to an experienced and qualified helicopter pilot, recently hired by the company, before that new pilot's deployment to Iraq. All mission-specific training for the pilot was to be conducted in Iraq with more experienced pilots.</p>					
FACTUAL REPORT - AVIATION					
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 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA09LA173
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Narrative (Continued)

Therefore, the company evaluated the accident flight as "low risk," as only basic procedures were to be practiced.

For undetermined reasons, the flight instructor chose to demonstrate one-skid and toe-in landings/confined area landing technique on a ship simulator. The maneuver was beyond basic familiarization procedures, and the site chosen by the flight instructor was not approved for the training.

The CFI, age 53, held an FAA airline transport pilot certificate, with airplane single engine land, multi-engine land, rotorcraft helicopter, instrument ratings in rotorcraft and airplanes, and flight instructor ratings for rotorcraft and instrument rotorcraft. The CFI held a second-class medical certificate issued on September 29, 2008, with a restriction that he must wear corrective lenses. According to the helicopters operator, the CFI had accumulated 9,000 hours as pilot in command in all aircraft and 1,300 hours as a CFI in helicopters.


Examination of the helicopter by the Federal Aviation Administration (FAA) found it inverted in the stairwell of the second level of the conex. The top rail of the upper conex was broken and hanging down from its original location. Railings on the second level were observed impact damaged and bowed downward in the middle. The helicopter was recovered and transported to a Presidential Airways hangar for further examination.


The FAA inspector found the main rotor blades broken and partially separated. The tail boom sustained substantial damage and the tail rotor blades were partially separated. According to the FAA inspector, no preimpact failures or malfunctions of the airframe or engine were identified that would have prevented normal operation.

An autopsy was performed on the pilot on February 26, 2009, by the Brody School of Medicine at East Carolina University, Greenville, North Carolina. The autopsy findings included, "Blunt and crush force injuries of head due to helicopter crash." Forensic toxicology was performed on specimens from the pilot by the FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma. The toxicology report indicated that there was not carbon monoxide or cyanide in the blood, and no ethanol detected in Vitreous and no drugs detected in blood.

As a result of this accident Presidential Airways, made several safety improvements in their training operations; to include closure of the training site used by the accident crew, creation of a local risk mitigation form to be completed before each training flight, instituted a local area/training mission release process approved only by the Director of Operations or appropriate Chief Pilot, and has validated that all training programs adhere to the FAA practical Test Standards.

Updated on Jan 7 2011 6:36PM

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ERA09LA173			
		Occurrence Date: 02/24/2009			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Blackwater Airstrip	NC61	12 Ft. MSL			
Runway Surface Type: Metal/Wood					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
HUGHES		369F		0015F	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt.	3100 LBS	Number of Engines: 1	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Shaft	Allison	250-C30	650 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
100 Hour	11/2008	36 Hours	2870 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes / C91	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		1650 Tysons Blvd Ste 800			
EP Aviation LLC		City	State	Zip Code	
		McLean	VA	22102	
Operator of Aircraft		Street Address			
		114 Chennault Street			
Presidential Airways Inc.		City	State	Zip Code	
		Camden	NC	27921	
Operator Does Business As:			Operator Designator Code: P4YA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Instructional;Non-scheduled; Domestic; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA09LA173
	Occurrence Date: 02/24/2009
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 53
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Sex: M	Seat Occupied: Left	Occupational Pilot? Yes	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane; Helicopter

Instructor Rating(s): Helicopter; Instrument Helicopter

Current Biennial Flight Review? 04/2008

Medical Cert.: Class 2	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 09/2008
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	9000		500	1500	1000	500		7000		
Pilot In Command(PIC)	9000									
Instructor	1300									
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours	4									

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? Yes	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Moyock	State NC	Airport Identifier NC61	Departure Time 1330	Time Zone EST
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Destination Local Flight	State NC	Airport Identifier NC61	
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Type of Clearance: None

Type of Airspace:

Weather Information

Source of Wx Information:

Unknown

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ERA09LA173
	Occurrence Date: 02/24/2009
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ECG	1354	EST	12 Ft. MSL	12 NM	180 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.41 "Hg
Temperature: 6 °C	Dew Point: 13 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 360	Wind Speed: 8	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration: No Obscuration; No Precipitation					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot					
Second Pilot					
Student Pilot			1		1
Flight Instructor	1				1
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -	1		1		2
Other Ground					
- GRAND TOTAL -	1		1		2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ERA09LA173

Occurrence Date: 02/24/2009

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Ralph L. Wilson

Additional Persons Participating in This Accident/Incident Investigation:

Oscar Vocanegra
FAA/FSDO
Greensboro, NC