

		NTSB ID: LAX07LA002		Aircraft Registration Number: N142MK	
		Occurrence Date: 10/02/2006		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Hilo	State HI	Zip Code 96720	Local Time 0930	Time Zone HST	
Airport Proximity: On Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E		Type of Aircraft Helicopter	
Revenue Sightseeing Flight: Yes			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 October 2, 2006, at 0930 Hawaiian standard time, an MD Helicopters, Inc., (MDHI) 369E, N142MK, experienced cyclic control difficulty during takeoff and landed hard at Hilo International Airport, Hilo, Hawaii. During the accident sequence, the tailboom was bent and the right skid collapsed. K and S Helicopters, Inc., was operating the helicopter as an on-demand air taxi tour flight under the provisions of 14 Code of Federal Regulations Part 135. The commercial pilot and two passengers were uninjured; two passengers sustained minor injuries. The helicopter sustained substantial damage. Visual meteorological conditions prevailed and a company flight plan was in effect. The 45-minute local tour flight was originating at the time of the accident with a planned return to Hilo.</p> <p>The pilot submitted a written statement regarding the accident. On the second flight of the day, she had the helicopter refueled without shutting down. Once the helicopter was refueled, the four passengers were loaded onboard. After the passenger briefing, she removed the friction locks and conducted a gauge check. Then, the pilot showed the front passengers where to comfortably rest their feet during the flight so as not to conflict with her access to the radio stack. To do this, the pilot brought her right foot aft, demonstrating to the passengers how to position their feet. After receiving a tower clearance, she entered her squawk code into the transponder and applied flight controls to lift the helicopter off the ground. The cyclic felt heavy to the right, so she applied left cyclic trim to even out the flight control forces. The pilot felt the inputs to the cyclic control were normal and began to transition to forward flight. As the helicopter accelerated, more left trim was necessary to maintain coordinated flight. At this point, the pilot indicated that she ran out of left trim. The helicopter began rolling to the right and the pilot attempted to increase left cyclic input to counter the roll. The helicopter was about 5 to 10 feet above ground level when she aborted the takeoff and applied aft cyclic to slow the helicopter, but it continued to roll to the right. The helicopter impacted the ground, and the right skid collapsed as the helicopter slid to a stop. The pilot stated that she reached down and released the cyclic friction after impact.</p> <p>A Federal Aviation Administration inspector from the Honolulu Flight Standards District Office examined the helicopter on October 11, 2006. The inspector indicated that the cyclic lateral and longitudinal frictions were off and that the cyclic was in a neutral position. Control continuity was obtained through the flight control systems and the trim system functioned optimally. In addition, the one-way lock valve function operated normally. The inspector attempted to simulate bumping the cyclic lateral lock lever to transition it from an unlocked position to a locked position. The inspector noted that when he brought one of his feet aft farther than normal, the lever might be inadvertently applied. According to the inspector, the installation of the lateral cyclic lock was in compliance with the Supplemental Type Certificate (STC) requirements, and the rotorcraft flight manual supplement required by the STC was onboard the helicopter.</p>					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX07LA002				
		Occurrence Date: 10/02/2006				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Hilo International Airport		Airport ID: ITO	Airport Elevation 38 Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Approach/Arrival Flown: NONE						
VFR Approach/Landing: Forced Landing						
Aircraft Information						
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E		Serial Number 0187E		
Airworthiness Certificate(s): Normal						
Landing Gear Type: High Skid						
Amateur Built Acft? No		Number of Seats: 5	Certified Max Gross Wt. 3000 LBS		Number of Engines: 1	
Engine Type: Turbo Shaft		Engine Manufacturer: Rolls Royce		Model/Series: C206	Rated Power: 475 HP	
- Aircraft Inspection Information						
Type of Last Inspection 100 Hour		Date of Last Inspection 09/2006	Time Since Last Inspection 21 Hours		Airframe Total Time 9860 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?/Type Yes /		ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
Owner/Operator Information						
Registered Aircraft Owner K and S Helicopters, Inc.		Street Address PO Box 5371				
		City Kailua-Kona		State HI	Zip Code 96745	
Operator of Aircraft K and S Helicopters, Inc.		Street Address PO Box 5371				
		City Kailua-Kona		State HI	Zip Code 96745	
Operator Does Business As:			Operator Designator Code: 16SG			
- 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 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Non-scheduled; Domestic; Passenger Only						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: LAX07LA002	
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First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 33
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Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number: On File
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Certificate(s): Flight Instructor; Commercial

Airplane Rating(s): Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Helicopter

Instructor Rating(s): Helicopter; Instrument Helicopter

Current Biennial Flight Review? 09/2006

Medical Cert.: Class 2	Medical Cert. Status: Without Waivers/Limitations	Date of Last Medical Exam: 06/2006
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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	1439	7	108		86		70	1279		
Pilot In Command(PIC)	1257	7	25		80		50	1232		
Instructor	750				45			750		
Instruction Received										
Last 90 Days	155	7						155		
Last 30 Days	7	7						7		
Last 24 Hours	1	1						1		

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: Company VFR

Departure Point Hilo	State HI	Airport Identifier ITO	Departure Time 0930	Time Zone HST
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Destination Local Flight	State	Airport Identifier ITO	
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Type of Clearance: VFR

Type of Airspace:

Weather Information

Source of Wx Information:
National Weather Service

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ITO	0953	HST	38 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			4100 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.02 "Hg
Temperature: 28 °C	Dew Point: 20 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: Variable		Wind Speed: 3	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
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- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers			2	2	4
- TOTAL ABOARD -			2	3	5
Other Ground					
- GRAND TOTAL -			2	3	5

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: LAX07LA002

Occurrence Date: 10/02/2006

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Kristi Dunks

Additional Persons Participating in This Accident/Incident Investigation:

Dave Lusk
Federal Aviation Administration
Honolulu, HI

Adrian Booth
MDHI
Mesa, AZ