 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: MIA04LA121		Aircraft Registration Number: N42928	
		Occurrence Date: 08/19/2004		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
<b>Location/Time</b>					
Nearest City/Place Ochopee		State FL	Zip Code 34141	Local Time 0630	Time Zone EDT
Airport Proximity:		Distance From Landing Facility:			
<b>Aircraft Information Summary</b>					
Aircraft Manufacturer McDonnell Douglas			Model/Series 369E		Type of Aircraft Helicopter
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
<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 August 19, 2004, about 0630 eastern daylight time, a McDonnell Douglas 369E, N42928, registered to and operated by 5K Aircraft Sales Inc., as a Title 14 CFR Part 91 personal flight, crashed in the Big Cypress National Preserve, in Ochopee, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot received minor injuries and the helicopter incurred substantial damage. The flight originated from the Kendall-Tamiami Executive Airport, Miami, Florida, earlier that day, about 0600.</p> <p>The pilot stated he departed from the airport at dawn, and was en route to the Southwest Florida International Airport located in Fort Myers, Florida. The helicopter was approximately 40 nautical miles into the flight at a cruise altitude of about 500 feet above ground level. Without warning, the helicopter pitched up followed by a loud bang, which startled him, and the helicopter became uncontrollable. He pushed collective down and cyclic full right. The helicopter pitched nose down and turned to the left. As the helicopter was descending, he saw Cypress trees ahead, and pulled up on the collective to reduce the descent rate before impact. After recovering from the shock of the crash, he called his wife on a cell phone to inform her of what had just happened and gave her a general idea of where he was located. She notified the authorities, which launched a search and rescue operation involving resources from three separate counties. The wreckage was located around 1050 that morning; however, it was about two hours later and several miles away from the accident site that the pilot was located and rescued.</p> <p>The helicopter was flying on a northwest heading and about 40 miles from departure airport when the accident occurred. The crash site coordinates were 25 degrees 57:47 minutes north latitude and 80 degrees 57:08 minutes west longitude. Examination at the crash site was consistent with the helicopter energy path on a 010 degree heading when it impacted with 30 to 50 foot tall trees while descending. The helicopter came to rest in a nose high attitude with a slight roll to the right in a swampy terrain on a heading of 170 degree. The helicopter fuselage was generally intact with the rotor blades in place. There was major damage to the fuselage, drive train, landing gear, main rotor, tail rotor systems and the tailboom was fracture in two sections. All components of the helicopter which are necessary for flight were located on or around the main wreckage.</p> <p>The Helicopter was recovered from the crash site and taken to a hanger to be examined by NTSB, Boeing Company, and Rolls-Royce Corporation.</p> <p>Visual inspection of the fuel system was conducted with no damaged noted to the system. Sufficient fuel was on board the helicopter at the time of the accident to complete the planned flight. Damage to the main rotor system, tail rotor drive shaft, and tail rotor control rod was consistent with tree strikes during the crash sequences. The longitudinal cyclic and collective main rotor control linkage exhibited continuity throughout full range of movement.</p>					
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## FACTUAL REPORT

AVIATION

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## Narrative (Continued)

Examination of the flight control systems showed continuity of the flight controls in all axis, except for a lateral idler bellcrank at the control support bracket that was fractured. The fractured component (P/N 91-369A7109) was sent to the NTSB Materials Laboratory in Washington DC for examination. The component had an impact gouge and failed from overstress. The examination of the helicopter's airframe and helicopter systems revealed no preaccident anomalies to the helicopter or its associated systems.

Examination of the Rolls-Royce 250-C20B engine, and engine accessories were conducted on the airframe. No external damages or visual anomalies to the engine or its accessories were noted. Throttle continuity were established. N1 and N2 rotated freely. The upper and lower metal chip detector were unremarkable. Compressor inlet was unremarkable. The examination of the fuel system was consistent with fuel present inside the fuel lines, and fuel nozzle. The fuel nozzle and the filter screen were removed and no defects were noted. Examination of the engine and engine accessories did not reveal any evidence of any pre-impact failure.

The helicopter and retained parts were released to the helicopter owner on October 7, 2004.

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		Occurrence Date: 08/19/2004			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
<b>Aircraft Information</b>					
Aircraft Manufacturer McDonnell Douglas		Model/Series 369E		Serial Number 301E	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 3550 LBS	Number of Engines: 1		
Engine Type: Turbo Shaft	Engine Manufacturer: Allison	Model/Series: 250-C20B	Rated Power: 450 HP		
- Aircraft Inspection Information					
Type of Last Inspection 100 Hour	Date of Last Inspection 01/2004	Time Since Last Inspection 90 Hours	Airframe Total Time 7280 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner 5K Aircraft Sales Inc		Street Address 6981 Lake Devonwood Dr.			
		City Fort Myers	State FL	Zip Code 33908	
Operator of Aircraft 5K Aircraft Sales Inc		Street Address 6981 Lake Devonwood Dr.			
		City Fort Myers	State FL	Zip Code 33908	
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

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**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 52
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Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number: On File
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Certificate(s): Commercial

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

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): None

Current Biennial Flight Review? 01/2004

Medical Cert.: Class 2	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 03/2003
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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	4684	700	1400	2490	1000	1600		815		
Pilot In Command(PIC)	4000	700	1400	2000	800	1200		800		
Instructor										
Instruction Received										
Last 90 Days		25								
Last 30 Days		10								
Last 24 Hours		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: None


Departure Point	State	Airport Identifier	Departure Time	Time Zone
Miami	FL	TMB	0630	EDT
Destination	State	Airport Identifier		
Fort Myers	FL	RSW		

Type of Clearance: None

Type of Airspace:

**Weather Information**

UAT/CA Source of Wx Information:  
Unknown

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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
TMB	0604	EDT	8 Ft. MSL	35 NM	320 Deg. Mag.

Sky/Lowest Cloud Condition: Few	2500 Ft. AGL	Condition of Light: Dawn
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Lowest Ceiling: Overcast	3500 Ft. AGL	Visibility: 10 SM	Altimeter: 30.08 "Hg
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Temperature: 26 °C	Dew Point: 24 °C	Weather Conditions at Accident Site: Visual Conditions
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Wind Direction:	Wind Speed:	Wind Gusts:
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Visibility (RVR): Ft.	Visibility (RVV) SM
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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					
- TOTAL ABOARD -			1		1
Other Ground					
- GRAND TOTAL -			1		1

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Administrative Information

Investigator-In-Charge (IIC)

Jose L. Obregon

Additional Persons Participating in This Accident/Incident Investigation:

Lee Imbrie  
FAA FSDO  
Miami, FL

Michael A Weber  
Rolls-Royce Corporation  
Indianapolis, IN

Adrain Booth  
Boeing Company  
Mesa, AZ