



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

SEA05CA173

Aircraft Reg No: N500FU
Most Critical Injury: None

Location/Time

Nearest City/Place: Donnelly, ID
Occurrence Date: 08/16/2005
Occurrence Time: 1715 MDT

Flight Itinerary

Last Depart. Point: Caldwell, ID
Destination: Same as Accident/Incident Location

Aircraft Information

Type of Aircraft: Helicopter (not Homebuilt)
Make/Model: Hughes / 369E
Serial Number: 0199E
Landing Gear: Skid
Engine Type: Turbo Shaft
Engine Make/Model: Allison / 250-C20B
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Heliflite LLC.
Operator of Aircraft: Heliflite LLC.
Operator Address: Boise, ID
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; Helicopter

Flight Time (Hours)

Instrument Ratings: None
Medical Cert: Class 2
Date of Last Med. Exam: 05/2005

Total All Aircraft: 356
Total Make/Model: 128

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	3

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. ***

On August 16, 2005, at approximately 1715 mountain daylight time, a Hughes 369E, N500FU, was substantially damaged when the main rotor blade impacted a tree during a landing attempt near Donnelly, Idaho. The commercial pilot and his three passengers were not injured. Heliflite LLC, Boise, Idaho, was operating the flight under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the personal cross-country flight which had originated 1 hour 15 minutes before the event. A flight plan had not been filed.

The pilot said that he had landed at the site several times before, but that much construction work had been done since his last visit. He said that as he descended to his landing zone, the main rotor downwash from his helicopter created "brown-out" visibility conditions. He floated past his landing spot and the helicopter's main rotor struck a tree. The pilot said that pieces of the main blades subsequently damaged the vertical and horizontal stabilizer, and the tail rotor was damaged.