Aircraft Report for 51769

Insert Tail Number
(do not include the "N" prefix):
51769
Go

- [x] - Aircraft Registration
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Database Update Cycle

Aircraft Registration: Last 07/25/16 (weekly cycle)
SDR: Last 07/25/16 (weekly cycle)
NTSB Data: Last 07/25/16 (weekly cycle)
FAA Accident: 07/25/16 (weekly cycle)

Aircraft Information

Owner Type: Corporation
Owner Name: WILCO AVIATION SERVICES INC
City: ST SIMONS IS
State: GA
Zip: 315222852
Country: US
Fractional Owner:
Aircraft Type: Rotorcraft
Model Year: 1978
Airworthiness Class: Standard
Transponder Code: 51477274
Serial Number: 443
Aircraft Model: 3300407
Last Action: 2015-10-06
Cert Issue: 2015-10-06
Status: 51769
Aircraft Mfg: ENSTROM
Aircraft Model: F-28C
Category: Land
Amateur: No
Engines: 1
Seats: 3
Weight: CLASS 1
Cruising Speed: 75
Engine Mfg.: LYCOMING
Engine Model: HIO-360 SER
Fuel Consumed: 0.00
Horsepower/Thrust: 205

Service Difficulty Report (SDR) Information

No Service Difficulty Reports Found

NTSB Accident Information

#NTSB1

Accident Occurred on: 2002-04-20 00:00:00

Narrative (ACCP): On April 20, 2002, approximately 1500 mountain daylight time, an Enstrom F-28C helicopter, N51769, collided with terrain just after liftoff from an off-airport site near Hot Springs, Montana. The commercial pilot and his two passengers were not injured, but the aircraft, which is owned and operated by the pilot, sustained substantial damage. The local 14 CFR, Part 91 pleasure flight was being operated in visual meteorological conditions. No flight plan had been filed. There was no report of an ELT activation. According to the pilot, when he and his passengers boarded the helicopter, the winds were almost nonexistent. But, by the time he was ready to lift off, the winds were variable at about ten knots. In a telephone interview with the Investigator-In-Charge (IIC), the pilot said that right after liftoff, just as the helicopter was starting to move forward, the wind shifted from a headwind to a tailwind gust. Although he attempted to compensate for the change in relative wind, the pilot was unsuccessful, and the helicopter impacted the terrain with sufficient force to result in the main rotor coming in contact with the tail boom. According to the fuel and occupant weights provided by the pilot, the aircraft was being operated within 25 pounds of its certified maximum gross weight.

Narrative (ACCF): The pilot was taking off in variable winds in a helicopter that was near its maximum certified gross weight. Just as the aircraft started to move forward out of a hover, the wind shifted from a headwind to a tailwind gust. The pilot was unable to adequately compensate for the unfavorable wind change, and the helicopter impacted the terrain with sufficient force for the main rotor to come in contact with the tail boom.

Narrative (CAUSE): The pilot's failure to adequately compensate for unfavorable wind conditions. Factors include unfavorable/shifting winds, and a tailwind gust.

FAA Accident/Incident Information

#FAA1

Accident/Incident Occurred on: 2002-04-20

Narrative: (-23) PILOT STATED THAT, AFTER TAKEOFF FROM A FIELD NEAR HOT SPRINGS, MT, THE HELICOPTER BEGAN TO SETTLE BACK TOWARD THE GROUND. HE THOUGHT THE WIND MIGHT HAVE SHIFTED FROM NOSE TO TAIL. HE SAID THERE WAS INSUFFICIENT POWER TO MAINTAIN FLIGHT, AND HE LANDED HARD. UPON IMPACT, THE ROTORS STRUCK THE TAIL BOOM, TAIL ROTOR BROKE OFF, SKIDS BROKE OFF,

AND ALL PLEXIGLASS WAS SHATTERED. THE PILOT AND TWO PASSENGERS WERE NOT INJURED. ON-SCENE PORTION OF INVESTIGATION COMPLETED BY ASI R. KOFFMAN.

FAA's Document Index files

Nothing listed in the FAA Document Index

MyAirplane.com - End of report for: 51769

The FAA & NTSB associates damage history by the tail number, not to the actual aircraft its currently assigned to.