		NTSB ID: ATL04TA116		Aircraft Registration Number: N115ES	
		Occurrence Date: 05/14/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Louisburg		State NC	Zip Code 27596	Local Time 1510	Time Zone EDT
Airport Proximity:		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Hughes		Model/Series 269A		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 public aircraft accident report. ***</p> <p>HISTORY OF FLIGHT</p> <p>On May 14, 2004 at 1510 eastern daylight time, a Hughes 269A Helicopter, N115ES, registered to a private owner and operated by Franklin County Sheriff's Office collided with trees shortly after takeoff in Louisburg, North Carolina. The public use flight was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed. The non-certificated pilot received minor injuries, the passenger received fatal injuries, and the helicopter sustained substantial damage. The flight originated from a field near the Sheriff's Department in Louisburg, North Carolina on May 14, 2004 at 1214.</p> <p>According to the pilot, the purpose of the flight was an ongoing program directed at drug eradication. He stated that shortly after takeoff, he felt two vibrations and then heard a loud bang from the back of the helicopter. He stated the helicopter yawed to the right, and he entered an autorotation and maneuvered toward a small clearing in the wooded area he was over at the time. The main rotor blades struck a pine tree approximately 30 feet tall on the edge of the clearing and collided with the ground on the helicopters left side fatally injuring the Sheriff's Deputy.</p> <p>PERSONNEL INFORMATION</p> <p>A review of information on file with the Federal Aviation Administration Airman's Certification Division, Oklahoma City, Oklahoma, revealed that the pilot did not have an airman's certificate indicating he was rated in helicopters nor could he provide evidence that he was trained in helicopters. A review of records on file with the FAA Aero Medical Records Division revealed the pilot was issued a third class medical certificate on September 26, 1988. The pilot reported on his application for the medical certificate that he had accumulated 39 total flight hours.</p> <p>AIRCRAFT INFORMATION</p> <p>The helicopter was under a lease/purchase agreement with North East Tennessee Search &amp; Tactical Air Response, Inc., (NETSTAR) of Elizabethton, Tennessee, and the Franklin County Sheriff's Office of Louisburg, North Carolina. The agreement was entered into on February 20, 2004.</p> <p>A review of maintenance records revealed that the last recorded annual inspection was completed on March 21, 2004, at an airframe total time of 5,506.2 hours. On March 13, 1980, the FAA issued an Airworthiness Directive (AD) 80-05-05 addressing Schweizer Helicopters Model 269 series equipped with a tail boom center support (saddle) fitting certificated in all categories.</p>					
FACTUAL REPORT - AVIATION					
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National Transportation Safety Board

## FACTUAL REPORT

AVIATION

NTSB ID: ATLO4TA116

Occurrence Date: 05/14/2004

Occurrence Type: Accident

## Narrative (Continued)

The AD was issued to prevent fatigue failure of the tail boom center support fitting and the resultant loss of the tailboom. A review of the maintenance records dating back to March 13, 1980, found no logbook entries that indicated the required inspections outlined in the AD had been accomplished.

## WRECKAGE AND IMPACT INFORMATION


The wreckage was located in a small clearing located within a heavily wooded area. The wreckage was found on its left side with the cockpit area crushed inward with the wind screen shattered. Examination of the tail rotor assembly found the tailboom saddle attachment broken. Further examination found rubbing on the tailrotor drive shaft near the broken tailboom saddle attachment. Examination of the tailboom found a slice through the skin and drive shaft just forward of the helicopter's registration markings.


A section of the tailboom, forward tailboom attachment, forward tail drive shaft, right tailboom support rod, left tailboom support rod, and the tailboom support saddle fitting was sent to the NTSB Materials Laboratory, in Washington, DC., for further examination.

## ADDITIONAL INFORMATION

On October 1, 2004, the NTSB Materials Laboratory examined a section of the tailboom, forward tailboom attachment, forward tail drive shaft, right tailboom support rod (intact), left tailboom support rod, and the tailboom support saddle fitting (fractured).

Examination found that the tailboom support fitting fractured as a result of fatigue initiating at the base of a large corrosion pit on the tip surface of the forward wall. This surface, which was in direct contact with the tailboom, was only partially covered by paint, and contained extensive pitting damage. Following the fracture of the saddle support fitting the tailboom dropped and rubbed against the tail drive shaft fracturing it in overstress.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: ATL04TA116			
		Occurrence Date: 05/14/2004			
		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: Grass/turf					
Runway Surface Condition: Dry					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Forced Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer Hughes		Model/Series 269A		Serial Number 26-0470	
Airworthiness Certificate(s): Restricted (Special)					
Landing Gear Type: Skid					
Amateur Built Acft? No	Number of Seats: 2	Certified Max Gross Wt. 2150 LBS	Number of Engines: 1		
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: IO-360 B1A	Rated Power: 200 HP		
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 01/1976	Time Since Last Inspection Hours	Airframe Total Time 736 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 Benjamin Thomas Barrick		Street Address RR 11 Box 960			
		City Elizabethton	State TN	Zip Code 37643	
Operator of Aircraft Franklin County Sheriff's Office		Street Address 285 T. Kemp Road			
		City Louisburg	State NC	Zip Code	
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: Public Use					
Type of Flight Operation Conducted: Public Use					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: ATL04TA116
	Occurrence Date: 05/14/2004
	Occurrence Type: Accident

**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: Right	Occupational Pilot?	Certificate Number: On File
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Certificate(s): None

Airplane Rating(s): None

Rotorcraft/Glider/LTA: None

Instrument Rating(s): None

Instructor Rating(s): None

Current Biennial Flight Review?

Medical Cert.: None	Medical Cert. Status: None	Date of Last Medical Exam: 09/1988
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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	39									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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 Louisburg	State NC	Airport Identifier	Departure Time 1214	Time Zone EDT
Destination Local Flight	State	Airport Identifier		

Type of Clearance: None

Type of Airspace:

**Weather Information**

UAT C/S Source of Wx Information:  
Unknown

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: ATL04TA116
	Occurrence Date: 05/14/2004
	Occurrence Type: Accident

**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KLHZ	1838	EDT	369 Ft. MSL	20 NM	197 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			4600 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.25 "Hg
Temperature: 28 °C	Dew Point: 15 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 210	Wind Speed: 4	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	1				1
- TOTAL ABOARD -	1		1		2
Other Ground					
- GRAND TOTAL -	1		1		2

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: ATL04TA116

Occurrence Date: 05/14/2004

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Butch Wilson

Additional Persons Participating in This Accident/Incident Investigation:

Jim Allen  
Greensboro FSDO  
Greensboro, NC