

NTSB Aircraft Accident Site Checklist for FAA Inspectors

Date:	02/24/2026
Inspector(s) Present	James Williams (OPS) Christopher Polek (OPS) Jeff Evans (OPS) Michael Johnson (AW) Michael Reginella (AW)

Item	Information/Notes
Accident date/time and location (city, state)	February 21, 2026 / 1159EST / Gettysburg, PA
Aircraft registration number (make, model)	N1080S / Hughes 269-A
Pilot name/contact information (email, phone)	PIC/CFI – [REDACTED] / [REDACTED] [REDACTED] East Berlin, PA 17316 / [REDACTED] [REDACTED]
Passenger name/contact information	Student pilot and partial aircraft owner – [REDACTED] / [REDACTED] [REDACTED] Orrtanna, PA 17353 / [REDACTED] [REDACTED]
On-scene contact(s) information (i.e., law enforcement, landowner, insurance adjustor)	[REDACTED] partial aircraft owner)
Witness contact information (email any written statements or interview summaries)	No witness to accident
Equipped with ballistic parachute system If equipped, did it activate?	Aircraft not equipped with ballistic parachute system
GPS coordinates of accident site	39° 49' 06" N, 77° 15' 18" W
Photographs (360 degrees, debris field, cockpit, instrument panel)	11 photos and 1 video were provided by Mr. [REDACTED] from the day of the accident. 77 photos and 1 video were taken by the FAA. All photos and videos were uploaded to the BOX file sharing location per instructions from NTSB ASI Monville
Hobbs/tachometer (also photograph)	Maintenance Hobbs - 122.4 hours / Airframe hours – 5,618.9 / See photo labeled 20260224 EA13 N1020S Aircraft Photo 29. All photos were uploaded to the BOX file sharing location per instructions from NTSB ASI Monville
Non-volatile memory items (panel-mounted, handheld GPS, engine monitor, GoPro)	N/A
Personal electronic devices	N/A

Departure point/time and destination	Private property located at [REDACTED] Gettysburg, PA 17325
Damage documentation – 49 CFR § 830.2 – Primary structure, light control surfaces, ribs, spars, keel (also photograph)	The inspection revealed significant damage to the aircraft including numerous areas of sheet metal damage, impact damage to all 3 main rotor blades consistent with contact with a light metal structure. All three rotor blades appeared to be still attached to the main rotor hub in the pictures supplied by the owner but were removed when the helicopter was placed on the trailer for storage. The two tail rotor blades also indicated impact damage. The tail boom was severed at its midpoint aft of the support brackets. The right landing gear skid tube was broken in half. The cockpit windscreen and front support structures were torn off during the impact with the hangar/ground. The fuel tank appeared intact but was reported to be leaking at the time of the accident. The two pilot seats and seat belts were intact without damage. The cockpit dash and instrumentation were largely intact (See photos labeled 20260221 EA13 N1020S Aircraft Photo 1 – 8, and 20260224 EA13 N1020S Aircraft Photo 1 – 40. All photos were uploaded to the BOX file sharing location per instructions from NTSB ASI Monville
General wreckage distribution	The aircraft was relocated from the accident location and placed on an open trailer outside of an adjacent hangar. Mr. [REDACTED] indicated that the NTSB authorized him to move the aircraft and set it upright due to a fuel leak. The aircraft was covered with blue tarp. Mr. [REDACTED] uncovered the aircraft for our inspection. The post-accident (premovement) photos supplied by Mr. [REDACTED] indicate the debris field was very small (approximately 25' diameter).
Debris path heading/length/width, at rest heading of main wreckage	The post-accident (premovement) photos supplied by Mr. [REDACTED] indicate the aircraft traveled on a course of approximately 190° from its starting location until its impact with the hangar. The photos indicate the aircraft came to rest on its right side on a heading of approximately 140°

ELT (verify if activated, disarm if necessary)	N/A
Evidence of fuel	There were 3 (5-gallon size) plastic buckets containing approximately 7 – 8 gallons of fuel stored with the aircraft on the trailer. Mr. [REDACTED] and Mr. [REDACTED] both indicated that fuel was leaking from the aircraft and the fuel was captured in the buckets. There was no smell of fuel on the surrounding ground
Type of fuel found (if contaminated, note contaminants and photograph)	100LL
Condition of each fuel tank (breached/intact) and quantity of fuel remaining each tank	The aircraft was equipped with one fuel tank located on the left rear of the aircraft behind the left pilot seat. The fuel tank appeared to be intact with some small dents and cracked paint. It appeared to have approximately 1 – 2 gallons of fuel remaining in it
Last fueling location (airport and FBO if known)	Unknown
Owner/operator contact information	The aircraft is registered to Tactical Turtle, LLC. The aircraft registration application was signed by [REDACTED] as a member of the LLC. Mr. [REDACTED] was also the student pilot onboard the aircraft. [REDACTED] / [REDACTED] Mr. [REDACTED] also indicated that he is a partial owner of the aircraft [REDACTED]
Aircraft logbook excerpts (copy of last inspection, other pertinent maintenance)	Mr. [REDACTED] provided the aircraft's maintenance report utilizing the Modern Hawk application. The report indicated the most recent inspection (25-hour airframe) was completed on 02/02/2026. A copy of the aircraft maintenance report was uploaded to the BOX file sharing location per instructions from NTSB ASI Monville
Pilot logbook excerpts (copy of last 90 days, flight review, other pertinent entries)	Mr. [REDACTED] submitted his pilot logbook for review. Photos of entries for the last 90 days, flight review and other entries were uploaded to the BOX file sharing location per instructions from NTSB ASI Monville. (See CFI Logbook Photos 1 – 10.
Aircraft information (copy of weight and balance, other pertinent information)	Mr. [REDACTED] provided a copy of the aircraft weight and CG form (See photo labeled 20260224 EA13 N1020S Weight and CG Form Photo). Mr. [REDACTED] provided a copy of the student pilot's weight computation for the

	flight (See photo labeled 20260224 EA13 N1020S Student Pilot Wt. Bal Photo). Mr. [REDACTED] also provided a copy of the weight and balance information he computed for the flight using the iBal Rotary weight and balance application. The takeoff weight was 1644.5lbs with an aircraft gross weight of 1670lbs (See photos labeled 20260224 EA13 N1020S CFI Wt. Bal Photos 1 – 3. All photos were uploaded to the BOX file sharing location per instructions from NTSB ASI Monville
Restraint system (3- or 4-point, lap belt, airbag)	Each pilot seat was equipped with a 4-point restraint
Restraint system use/failures for each occupied seat	Mr. [REDACTED] reported the restraint system was used by both he and Mr. [REDACTED] during the flight, and that it functioned properly

Loss of Engine Power

Document each and photograph as appropriate	Information/Notes
Engine type/model (photograph data plate)	HIO-360 SER
General condition engine/propeller (photograph engine compartment)	The general condition of the engine was very good with only minor scuff damage.
Inspect induction/exhaust system (no blockage)	The induction and exhaust system was mostly intact with the # 2 exhaust manifold cracked in half at the first bend from the engine attaching point.
Oil quantity	Unknown
Throttle quadrant control positions	Mixture pulled to the OFF position; Fuel shutoff valve pulled to the OFF position
Carburetor heat/alternate air control positions	Fuel injected
Continuity of throttle quadrant to engine/propeller	Unknown
Fuel selector positions	Off
Fuel/boost pump switch positions	On
Evidence of fuel and/or oil leakage/streaking	None on/around engine. See fuel tank entry above
Fuel caps secure, condition of gaskets, vents free of blockage	Fuel cap appeared secure

Loss of Control

Item	Information/Notes
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Verify control continuity	The cockpit flight controls (collective, cyclic, pedals) were intact without apparent damage. The collective and cyclic were moveable. The pedals were not moveable due to the damaged control rod at the point of tail boom fracture. Flight control rigging appeared correct with continuity confirmed from the cycle and collective to the main rotor head. Each blade grip appeared to respond with the appropriate movement with the corresponding cyclic and collective input although some damage/bending to control linkages was present. Anti-torque tail rotor control continuity was confirmed from the tail rotor pedals aft to the point of fracture at the midpoint of the tail boom (pedals through floor, to cross tube connecting both sets of pedals, to control tubes moving aft to bell crank, to cabling, to bell crank at forward portion of tail boom, to control tube going into tail boom, to point of tail boom fracture). Anti-torque tail rotor control continuity from the tail boom point of fracture aft to tail rotor gear box (control tube aft from point of fracture to tail rotor gearbox) was confirmed. Tail rotor gearbox linkages and paddles exhibited impact damage from apparent contact with the building or the ground.
Trim settings	N/A
Flap/landing gear settings	N/A
Departure/landing runway	The accident/incident site was a relatively flat area with light stone and mud area intermixed with thin grass. At the time of our inspection, the ground was frozen but appeared to be very wet and muddy if it thawed
Evidence of skid marks/ground scarring	The area was tracked over heavily by the lifting equipment used to move the helicopter. However, in a photo taken on the date of the accident supplied by Mr. [REDACTED] there were two (2) wheel paths leading from the hangar to the point of liftoff. It shows the skids may have sunk in the mud, especially the rear half of the skids (See photo labeled 20260221 EA13 N1020S Building Photo 1). All photos were uploaded to the BOX file

	sharing location per instructions from NTSB ASI Monville
Brakes (condition, leaks)	N/A. Aircraft equipped with skids

Prepared by:	James Williams – FAA IIC
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