

## Cornejo Tealeye

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**From:** [REDACTED]  
**Sent:** Monday, April 08, 2013 8:00 AM  
**To:** Cornejo Tealeye  
**Subject:** N90570  
**Attachments:** N90570 Contact List.doc

Hello Ms. Cornejo,

Here is information on the Hughes 269C accident at Rialto airport. The student pilot was flying solo at the time of the accident. He is a fixed wing pilot, Certification number 1727268.

At the accident scene I checked continuity in the flight controls. All checked good. The T/R control rod was broken at the transition section as was the T/R drive shaft and braces. Continuity from the break to the T/R checked good and from the break to the pedals checked good as well. The pilot stated he noticed no power loss and this is consistent with the damage to the T/R, T/R drive shaft and ground scoring of the T/R. I have pictures but they are JPG's. I can sent them to you via the NTSB email in you sent me an invite. Below is a summation of the interview I had with the pilot. There were no witnesses.

I told Mr. McSmith I was investigating the accident of N90570, the Hughes 269C aircraft that impacted the taxi-way. I asked Mr. McSmith what happened. He reviewed his written statement as he verbally told me what he knew. He said he was doing hover work then went flying and returned to do more hover work. He then intended to perform one more take-off then return and end the flight. He said he intended to depart at heading 240. He reiterated numerous times that he executed all his control inputs slowly and smoothly. He made a 90 degree right clearing turn and then decided to continue and do a full 360 degree clearing turn. About 180 degrees into the turn the rotational speed started increasing. Mr. McSmith said he thinks that maybe his reaction to the event was not as decisive as it should have been to the increase in the rotation and it got out of control. He claims he did not press on the left pedal but just let up on the right pedal. He thinks he turned an additional 360 degrees before impacting the ground from about a 5 to 10 foot hover. I asked what his normal hover altitude is and he stated 5 feet and he seems to remember it seemed higher than that prior to hitting the ground. I asked about the weather conditions. He said he got the whether information from his cell phone at 8:45am and it was reporting winds calm. At the time of the accident Mr. McSmith stated there was no wind. Later in the interview he stated there was hardly any wind. Toward the end of the interview he stated the wind sock was moving but was not inflated, it just turned a little. Mr. McSmith said the helicopter was okay, he did not hear anything abnormal, and the flight controls felt normal as well. He also stated there was no power loss prior to the accident. Note: prior to the interview I noticed Mr. McSmith and Mr. Spencer in the Western Helicopter office. During Mr. McSmith's interview it appeared that some of his responses were practiced. His written statement was already written when we arrived. Also, twice during the interview Mr. Spencer attempted to answer for Mr. McSmith. Mr. Spencer was told that Mr. McSmith is required to answer the questions.

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