

NTSB Identification: **WPR14LA173**
14 CFR Part 91: General Aviation
Accident occurred Sunday, April 27, 2014 in Adelanto, CA
Aircraft: MCDONNELL DOUGLAS HELICOPTER 600N, registration: N606BP
Injuries: 1 Serious, 2 Minor.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed. NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report.

On April 27, 2014, about 1251 Pacific daylight time, a McDonnell Douglas Helicopter (MDHI) MD600N, N606BP, collided with terrain at Adelanto, California. Classic Rotors Museum was operating the helicopter under the provisions of 14 Code of Federal Regulations (CFR) Part 91. The airline transport pilot sustained serious injuries; the commercial rated second pilot and one passenger sustained minor injuries. The helicopter sustained substantial damage during the accident sequence. The cross-country personal flight was departing when the accident occurred with a planned destination of Ramona, California. Visual (VMC) meteorological conditions prevailed, and no flight plan had been filed.

A witness reported that winds were from the west, and the helicopter was on a heading of 250 degrees. When it lifted off the ground, it initially tilted to the left looking like it was going to dynamically roll over. He saw the co-pilot increase pitch on the collective; the helicopter yawed to the right 90 degrees and tilted nose down. It left the ramp to the north of the property; the whole fuselage continued to have a left bank angle of almost 90 degrees, and it spun nose right. The helicopter spun approximately three revolutions until it sounded like the pilot got rid of the power bringing the engine to flight idle. Once the crew cut power to flight idle, the nose of the helicopter went down, the main rotor blade came in contact with a fence pole causing sudden stoppage, and a hard landing collapsed the right gear. Personnel on the ground assisted the crew getting out of helicopter. The pilot was unconscious inside of the helicopter, and one of the ground personnel assisted the pilot by supporting him. The witness called for emergency services, and the pilot was airlifted to a hospital.

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