Aviation Investigation Final Report

Location:	Alvord, Texas	**Accident Number:**	CEN25LA107
Date & Time:	February 28, 2025, 16:00 Local	**Registration:**	N2027T
Aircraft:	Schweizer 269C-1	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (partial)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that all pre-flight and pre-takeoff checks were satisfactory with no deficiencies noted. He proceeded to take off and when he was about ½ mile away from his departure point, at 200 ft above the ground, the helicopter's engine suddenly lost all power. The pilot entered an autorotation and during the forced landing to a pasture, the skid caught the uneven ground and snapped. The helicopter rolled forward and came to rest inverted. The helicopter sustained substantial damage to the main rotor, fuselage, and tailboom.

A postaccident examination of the fuel system revealed fuel in the fuel tank and no evidence of fuel blockage or fuel leak. The engine was run on the airframe with the existing fuel system and fuel present in the fuel tank. The engine started and ran for several minutes. No mechanical anomalies were noted that would have precluded normal operations of the engine.

Investigators were unable to determine the reason for the loss of engine power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power for a reason that could not be determined.

Findings

Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Enroute	Loss of engine power (partial) (Defining event)

On February 28, 2025, about 1600 central standard time, a Schweizer 269C-1 helicopter was substantially damaged when it was involved in an accident near Alvord, Texas. The pilot was not injured. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that the preflight inspection, start-up, and warm-up were normal with no problems noted. He said that he lifted the helicopter off the ground into a hover and everything was still normal. He then proceeded with a takeoff which continued for about 3,000 ft while accelerating and gaining altitude. He then made a left turn toward his intended destination. Just as he completed the turn, the engine stopped producing all power without warning. The helicopter was about 200 ft. above ground level (agl) and at 40 kts when the power loss occurred. He entered an autorotation and during the flare from the autorotation to a pasture, the skid caught the uneven ground and snapped. The helicopter rolled forward and came to rest inverted. The helicopter sustained substantial damage to the main rotor, fuselage, and tailboom.

Postaccident examination was conducted which included running the engine on the airframe using fuel that remained in the helicopter's fuel tank. The postaccident examination of the fuel system revealed fuel in the fuel tank and no evidence of fuel blockage or fuel leaks. The drive belts were not engaged for the engine test run to prevent rotation of the rotor system. The engine started normally, and the engine was allowed to warm up. Throttle application was smooth but limited since the engine had no load applied to it. During the engine run, no anomalies were noted that would have prevented normal operation.

Pilot Information

Certificate:	Private	**Age:**	59,Male
Airplane Rating(s):	None	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	4-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	January 31, 2026
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 3, 2023
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Schweizer	**Registration:**	N2027T
Model/Series:	269C-1	**Aircraft Category:**	Helicopter
Year of Manufacture:	2007	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	0318
Landing Gear Type:	Skid	**Seats:**	2
Date/Type of Last Inspection:	August 5, 2024 Annual	**Certified Max Gross Wt.:**	1650 lbs
Time Since Last Inspection:	5 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3337 Hrs at time of accident	**Engine Manufacturer:**	LYCOMING
ELT:	Not installed	**Engine Model/Series:**	HIO-360-G1A
Registered Owner:	On file	**Rated Power:**	180 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KLUD,1047 ft msl	**Distance from Accident Site:**	11 Nautical Miles
Observation Time:	17:55 Local	**Direction from Accident Site:**	137°
Lowest Cloud Condition:	Clear	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots / None	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	210°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.94 inches Hg	**Temperature/Dew Point:**	23°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Alvord, TX	**Type of Flight Plan Filed:**	None
Destination:	Ponder, TX	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	Private Residence	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	Dry
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	33.387013,-97.7317

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Andrew Anderson; FAA - NTX FSDO; Irving, TX
Original Publish Date:	August 19, 2026
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=199790

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