



# National Transportation Safety Board Aviation Accident Factual Report

<b>Location:</b>	HURST, TX	<b>Accident Number:</b>	FTW94LA291
<b>Date &amp; Time:</b>	09/01/1994, 2210 CDT	<b>Registration:</b>	N2064J
<b>Aircraft:</b>	BELL 206-L4	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

On September 1, 1994, at 2210 central daylight time, a Bell 206- L4 helicopter, N2064J, was substantially damaged during landing near Hurst, Texas. The certificated flight instructor and commercial pilot receiving instruction were not injured. Visual meteorological conditions prevailed for the dark night instructional flight.

In the instructor's pilot/operator report, he stated the pilot was having difficulties keeping the helicopter aligned with the runway prior to touch down. The student had completed 3 autorotations with a 180 degree turn. On the fourth autorotation, the helicopter was not aligned. While the instructor pilot attempted to correct the helicopter's alignment, it touched down with the nose left of centerline. The tailboom flexed, resulting in wrinkles in the tailboom skin.

According to the pilot, the helicopter touched down hard in a level attitude with the nose to the left.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Helicopter; Instrument Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	06/24/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 150 hours (Total, this make and model), 7000 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N2064J
Model/Series:	206-L4 206-L4	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental; Normal	Serial Number:	52028
Landing Gear Type:	Skid	Seats:	7
Date/Type of Last Inspection:	08/25/1994, 100 Hour	Certified Max Gross Wt.:	4450 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	509 Hours	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C30P
Registered Owner:	BELL HELICOPTER TEXTRON	Rated Power:	490 hp
Operator:	BELL HELICOPTER TEXTRON	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	(2F2)	Type of Flight Plan Filed:	Company VFR
Destination:	, TX (2F2)	Type of Clearance:	None
Departure Time:	2015 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	BHT2 TRAINING STRIP (2F2)	Runway Surface Type:	Asphalt
Airport Elevation:	524 ft	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated Forced Landing; Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DOUGLAS D WIGINGTON
<b>Additional Participating Persons:</b>	THEODORE SOPRENUK; FORT WORTH, TX
<b>Investigation Docket:</b>	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .