



National Transportation Safety Board Aviation Accident Data Summary

Location:	HURST, TX	Accident Number:	FTW94LA291
Date & Time:	09/01/1994, 2210 CDT	Registration:	N2064J
Aircraft:	BELL 206-L4	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

DURING RECURRENT TRAINING, NIGHT AUTOROTATIONS WERE BEING CONDUCTED. THE COMMERCIAL PILOT UNDER INSTRUCTION WAS HAVING DIFFICULTIES KEEPING THE HELICOPTER ALIGNED WITH THE RUNWAY PRIOR TO TOUCH DOWN. HE 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 HARD WITH THE NOSE LEFT OF CENTERLINE. THE TAILBOOM FLEXED, RESULTING IN WRINKLES TO THE TAILBOOM SKIN.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CERTIFICATED FLIGHT INSTRUCTOR'S INADEQUATE SUPERVISION. A FACTOR WAS THE PILOT'S FAILURE TO MAINTAIN PROPER LANDING ALIGNMENT.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (F) PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT
3. TOUCHDOWN - IMPROPER - DUAL STUDENT
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. MISC ROTORCRAFT, TAIL BOOM - BUCKLED

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter; Instrument Helicopter
Flight Time:	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	Engines:	1 Turbo Shaft
Operator:	BELL HELICOPTER TEXTRON	Engine Manufacturer:	ALLISON
Operating Certificate(s) Held:	None	Engine Model/Series:	250-C30P
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , Variable
Temperature:		Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(2F2)	Destination:	, TX (2F2)

Airport Information

Airport:	BHT2 TRAINING STRIP (2F2)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Wet
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON	Adopted Date:	03/27/1995
Investigation Docket:	NTSB accident and incident dockets 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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