



National Transportation Safety Board Aviation Accident Final Report

Location:	CUSHING, OK	Accident Number:	FTW96LA110
Date & Time:	02/03/1996, 1530 CST	Registration:	N2184Z
Aircraft:	Bell 206B	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

After one of a group of five parachutists decided not to jump from the helicopter, he failed to deactivate a safety device designed to open his reserve parachute at a preset altitude. As the helicopter descended through approximately 1,000 feet AGL, the reserve opened automatically and the parachutist was pulled from the helicopter. The parachute snagged on the skids of the helicopter and did not inflate fully. The parachutist was injured during his subsequent hard landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent deployment of the passenger's parachute as a result of his failure to follow proper procedures and deactivate the automatic opening device on the parachute.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: DESCENT

Findings

1. (C) MISC EQPT/FURNISHINGS, PARACHUTE/DROP CHUTE - DEPLOYED INADVERTENTLY
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER

Factual Information

On February 3, 1996, at 1530 central standard time, a Bell 206B, N2184Z, was descending near Cushing, Oklahoma, when the reserve parachute of a passenger deployed inside the helicopter. The helicopter was not damaged. The passenger sustained serious injury and the commercial pilot was not injured. The helicopter was being operated by Corporate Helicopters, Inc., under Title 14 CFR Part 91 on a local parachuting flight when the accident occurred. Visual meteorological conditions prevailed and a flight plan was not filed.

According to statements provided by the pilot and the injured passenger, the helicopter departed Cushing Municipal Airport with five parachutists on board and climbed to 3,000 feet AGL. Four of the parachutists exited the aircraft while the fifth remained on board, choosing not to jump because he felt his hands were "too cold" to deploy his pilot chute. The remaining parachutist did not deactivate a safety device designed to automatically open his reserve parachute at a preset altitude. As the helicopter descended through approximately 1,000 feet AGL, the reserve opened automatically and the parachutist was pulled from the helicopter. The reserve canopy was ripped when it snagged on the skids of the helicopter and did not inflate fully. The parachutist "impacted the ground" and sustained a broken right femur.

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/01/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5200 hours (Total, all aircraft), 1750 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N2184Z
Model/Series:	206B 206B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3517
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	09/01/1995, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	7520 Hours	Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	HELICOPTER LEASING, INC.	Rated Power:	425 hp
Operator:	CORPORATE HELICOPTERS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	CXEA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUL, 677 ft msl	Distance from Accident Site:	46 Nautical Miles
Observation Time:	1553 CST	Direction from Accident Site:	65°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-13°C / -18°C
Precipitation and Obscuration:			
Departure Point:	(CUH)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGIA R SNYDER	Report Date:	07/17/1996
Additional Participating Persons:	LES SARGENT; OKLAHOMA CITY, OK		
Publish Date:			
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).