



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CUSHING, OK	<b>Accident Number:</b>	FTW96LA110
<b>Date &amp; Time:</b>	02/03/1996, 1530 CST	<b>Registration:</b>	N2184Z
<b>Aircraft:</b>	Bell 206B	<b>Injuries:</b>	1 Serious, 1 None
<b>Flight Conducted Under:</b>	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

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/DRAG CHUTE - DEPLOYED INADVERTENTLY
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PASSENGER

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	5200 hours (Total, all aircraft), 1750 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N2184Z
<b>Model/Series:</b>	206B 206B	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	CORPORATE HELICOPTERS, INC.	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	250-C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TUL, 677 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 350°
<b>Temperature:</b>	-13°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(CUH)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	GEORGIA R SNYDER	<b>Adopted Date:</b>	07/17/1996
<b>Investigation Docket:</b>	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 <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> .		

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