



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	CHANDLER, OK	<b>Accident Number:</b>	FTW96LA137
<b>Date &amp; Time:</b>	03/02/1996, 0823 CST	<b>Registration:</b>	N312RS
<b>Aircraft:</b>	Bell B206-BIII	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

During an approach to a pre-selected area, while at approximately 100 yards from the landing site, at an airspeed of 20 knots, the pilot elected to execute a go-around, when he concluded that his approach was too steep and too fast. The pilot told an FAA inspector that the engine lost power during the go-around sequence, and while attempting to land on another clear area about 150 yards from the previously selected spot, the helicopter landed hard. The pilot further stated that 'the tailboom impacted the ground first, followed by the aft portion of the skids, which impacted the ground vertically.' The reason for the reported loss of engine power could not be determined.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the reported loss of engine power during a go-around for undetermined reason(s).

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: GO-AROUND (VFR)

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. AUTOROTATION - INITIATED - PILOT IN COMMAND  
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Occurrence #3: HARD LANDING  
Phase of Operation: EMERGENCY LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	112 hours (Total, all aircraft), 28 hours (Total, this make and model), 80 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N312RS
<b>Model/Series:</b>	B206-BIII B206-BIII	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	LORI INCORPORATED	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250/C20B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / 8 knots, 260°
<b>Temperature:</b>	0°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	TULSA, OK (TUL)	<b>Destination:</b>	, OK (HO1)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WILLIAM H GAMBLE	<b>Adopted Date:</b>	04/03/1997
<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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