



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	CHIEFLAND, FL	<b>Accident Number:</b>	MIA96LA088
<b>Date &amp; Time:</b>	03/01/1996, 1515 EST	<b>Registration:</b>	N6248X
<b>Aircraft:</b>	Bell 206L4	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot stated that during cruise flight about 400 feet mean sea level he heard the engine decelerate then heard the engine-out audio. He maneuvered the helicopter for an autorotative landing in a clearing, but after observing uneven terrain he elected to zero his forward airspeed. After a hard landing the helicopter rocked forward causing the main rotor blades to contact the tailboom. Fuel quantity was sufficient to sustain engine operation and visually no contaminants were noted. The helicopter was recovered and the engine was started several times using the fuel supply in the fuel tank with no discrepancies noted. The engine was removed from the helicopter and tested at the manufacturers facility with no discrepancies noted. The power turbine governor (PTG) and the main fuel control and engine driven fuel pump were removed for bench testing. The only discrepancy noted was a failed roll pin for the throttle level stop in the PTG. The PTG manufacturer states that the failed roll pin would not effect operation of the unit.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Improper cyclic and collective input by the pilot-in-command resulting in the hard landing during the autorotative landing. Contributing to the accident was the total loss of engine power due to undetermined reasons.

## Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: HARD LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (C) CYCLIC - IMPROPER - PILOT IN COMMAND

3. (C) COLLECTIVE - IMPROPER - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	9600 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9300 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N6248X
<b>Model/Series:</b>	206L4 206L4	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	BELL HELICOPTER TEXTRON, INC.	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	250-C30P
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GNV, 152 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 50°
<b>Temperature:</b>	9° C	<b>Visibility</b>	2.5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MARIANNA, FL (MAI)	<b>Destination:</b>	LAKELAND, FL (LAL)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TIMOTHY W MONVILLE	<b>Adopted Date:</b>	02/18/1997
<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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