



National Transportation Safety Board Aviation Accident Data Summary

Location:	GEORGETOWN, CA	Accident Number:	LAX96LA217
Date & Time:	06/01/1996, 0948 PDT	Registration:	N9332F
Aircraft:	Hughes 269B	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

During a dual instructional lesson, the CFI initiated a practice autorotation from 1,000 feet above ground level (agl) while in the traffic pattern. The CFI reported that as the helicopter descended through 800 feet agl, all engine power was suddenly lost and the practice maneuver turned into a forced landing. Just prior to experiencing the engine power loss, all instruments had been in the green. The CFI further stated that the helicopter touched down softly at the approach end of the runway with a forward speed between 2 and 3 miles per hour. Thereafter, the helicopter tipped forward, shook violently, and the main rotor blade contacted the airframe which resulted in substantial damage.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: loss of engine power for undetermined reason(s), while practicing an autorotation, which resulted in a forced landing; and the flight instructor's misjudged landing flare during the emergency autorotation/landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. AUTOROTATION - PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) FLARE - MISJUDGED - PILOT IN COMMAND(CFI)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	1433 hours (Total, all aircraft), 53 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N9332F
Model/Series:	269B 269B	Engines:	1 Reciprocating
Operator:	ERIK VANDAGRIFF	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	24°C	Visibility	150 Miles
Precipitation and Obscuration:			
Departure Point:	FORESTHILL, CA (Q61)	Destination:	, CA (Q61)

Airport Information

Airport:	GEORGETOWN (Q61)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	2980 ft / 60 ft		

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): WAYNE POLLACK Adopted Date: 01/08/1997

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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