



National Transportation Safety Board Aviation Accident Factual Report

Location:	NEW IBERIA, LA	Accident Number:	FTW98LA002
Date & Time:	10/02/1997, 1440 CDT	Registration:	N2163Y
Aircraft:	Bell 206B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

On October 2, 1997, at 1440 central daylight time, a Bell 206B helicopter, N2163Y, registered to Flight Safety International, Inc., and operated by Petroleum Helicopter, Inc., as a Title 14 CFR Part 91 instructional flight, was substantially damaged during a practice autorotational landing at the Acadiana Regional Airport, New Iberia, Louisiana. The flight instructor sustained minor injuries, and the commercial pilot was not injured. Visual meteorological conditions prevailed, and a company flight plan was filed. The flight originated from the Lafayette Regional Airport, Lafayette, Louisiana, about 40 minutes prior to the accident.

According to the operator, the flight instructor was demonstrating an autorotation with a 180 degree turn to the sod area adjacent to Seaway 34. The operator added that "the winds were variable, but were generally aligned with the landing direction." The flight instructor reported to the operator that "the aircraft touched down with only slight forward speed in a slightly nose low attitude." Following touchdown, the helicopter began pitching over on its nose and the flight instructor applied "slight downward collective." Subsequently, the helicopter nosed over, the main rotor blades contacted the ground, and the helicopter came to rest on its left side.

The commercial pilot receiving instruction stated in the narrative portion of the NTSB Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), that the aircraft touched down smoothly in a level attitude. He added that "we were carrying 5 to 10 knots forward speed" during the landing.

Examination of the aircraft by the FAA inspector revealed that the tailboom was separated at the fuselage, the airframe sustained structural damage, and the main rotor and tail rotor blades were damaged. The FAA inspector confirmed that the ground was very soft and this condition contributed to the skids of the helicopter to dig into the soft ground, resulting in the helicopter to nose over.

The FAA inspector recommended that the local helicopter operators to discontinue using the sod area for running landings and autorotations until the sod area is hard enough to practice running landing.

Pilot Information

Certificate:	Flight Instructor; Commercial; Private	Age:	27, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/27/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	580 hours (Total, all aircraft), 77 hours (Total, this make and model), 478 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N2163Y
Model/Series:	206B 206B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3496
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	09/06/1997, 100 Hour	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Turbo Shaft
Airframe Total Time:	5019 Hours	Engine Manufacturer:	Allison
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	FLIGHT SAFETY INTERNATIONAL	Rated Power:	420 hp
Operator:	PETROLEUM HELICOPTER INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HEEA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ACA, 24 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1455 CDT	Direction from Accident Site:	0°
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:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C
Precipitation and Obscuration:			
Departure Point:	(ARA)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	ACADIANA REGIONAL (ARA)	Runway Surface Type:	Grass/turf
Airport Elevation:	24 ft	Runway Surface Condition:	Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON
Additional Participating Persons:	JAVIER RODRIGUEZ; BATON ROUGE, LA
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/ .