



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | NEW IBERIA, LA | Accident Number: | FTW98LA002 |
| Date & Time: | 10/02/1997, 1440 CDT | Registration: | N2163Y |
| Aircraft: | Bell 206B | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

The flight instructor (CFI) was demonstrating an autorotation with a 180 degree turn to a soft sod area. The CFI reported that the helicopter touched down with only slight forward speed in a slightly nose low attitude. Following touchdown, the skids dug into the soft ground, and the helicopter began pitching forward. The CFI 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, who was receiving instruction, reported that the helicopter touched down smoothly in a level attitude 'carrying 5 to 10 knots forward speed.' An FAA inspector recommended that local helicopter operators discontinue using the sod area for running landings and autorotations until the ground is considered hard enough for practice running landings. The CFI stated that at the time of the accident, the wind was variable, but generally aligned with the direction of landing.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: improper touchdown by the flight instructor. A related factor was: soft sod in the touchdown/landing area.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING

Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (F) TERRAIN CONDITION - GRASS
3. (F) TERRAIN CONDITION - SOFT
4. (C) TOUCHDOWN - IMPROPER - PILOT IN COMMAND

Pilot Information

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|----------------------------------|---|------------------------------|------------|
| Certificate: | Flight Instructor; Commercial; Private | Age: | 27 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | Helicopter |
| 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

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|---------------------------------------|---|-----------------------------|---------------|
| Aircraft Make: | Bell | Registration: | N2163Y |
| Model/Series: | 206B 206B | Engines: | 1 Turbo Shaft |
| Operator: | PETROLEUM HELICOPTER INC. | Engine Manufacturer: | Allison |
| Operating Certificate(s) Held: | On-demand Air Taxi (135) | Engine Model/Series: | 250-C20B |
| 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: | ACA, 24 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 10 knots / , 40° |
| Temperature: | 28° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | (ARA) | Destination: | |

Airport Information

| | | | |
|-----------------------------|-------------------------|----------------------------------|------------|
| Airport: | ACADIANA REGIONAL (ARA) | Runway Surface Type: | Grass/turf |
| Runway Used: | 0 | Runway Surface Condition: | Soft |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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|-----------------------------|---------|----------------------------|-------------|
| Crew Injuries: | 2 Minor | 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): DOUGLAS D WIGINGTON

Adopted Date: 10/30/1998

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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