



National Transportation Safety Board Aviation Accident Data Summary

Location:	RIALTO, CA	Accident Number:	LAX00LA181
Date & Time:	05/01/2000, 1645 PDT	Registration:	N5395S
Aircraft:	Hughes 269C	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The helicopter landed hard and rolled over during a practice autorotation. The CFI was providing dual instruction to his student, a CFI candidate. The student was handling all of the controls, and he intended to perform a 180-degree full touchdown autorotation. During the maneuver, the CFI observed that his student had allowed the airspeed to decrease and the main rotor rpm to become low. The CFI called the low rotor rpm situation to his student's attention. However, the student did not take decisive corrective action by initiating a power recovery in sufficient time to avoid the resultant low rotor rpm flare and hard touchdown. No mechanical malfunctions were noted.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student's misjudged altitude and failure to maintain rotor rpm while practicing an autorotation, and, the instructor's delayed remedial corrective action and inadequate supervision of the flight.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. AUTOROTATION - INITIATED - DUAL STUDENT
2. (C) ALTITUDE - MISJUDGED - DUAL STUDENT
3. (C) ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
4. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	67
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	17000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N5395S
Model/Series:	269C 269C	Engines:	1 Reciprocating
Operator:	WESTERN OPERATIONS, INC.	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-D1A
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:	ONT, 944 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 240°
Temperature:	86 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(L67)	Destination:	

Airport Information

Airport:	RIALTO MUNICIPAL (L67)	Runway Surface Type:	Asphalt
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): WAYNE POLLACK Adopted Date: 10/09/2001

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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