



National Transportation Safety Board Aviation Accident Factual Report

Location:	Tampa, FL	Accident Number:	ATL02TA030
Date & Time:	01/04/2002, 1505 EST	Registration:	N46TP
Aircraft:	Hughes OH-6A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Public Aircraft		

On January 4, 2002, at 1505 eastern standard time, a Hughes OH-6A helicopter, N46TP, registered to, owned, and operated by the City of Tampa Police Department, collided with terrain during training maneuvers in a field near Tampa International Airport in Tampa, Florida. The public use instructional flight was conducted under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The certificated flight instructor and the commercial pilot received minor injuries, and the helicopter sustained substantial damage. The flight departed the Tampa Police Aviation hangar in Tampa, Florida, at 1400.

The flight instructor was acting as check airman for the commercial pilot's annual airman competency/proficiency check. The commercial pilot completed several maneuvers before a full-touchdown autorotation was initiated in a dry, unmowed, grassy practice area west of the approach end of runway 27 at Tampa International Airport. The maneuver, from entry at 500 feet above ground level to touchdown, was actively monitored by the flight instructor and was performed correctly with the rotor RPM, airspeed, attitude, and sink rate within parameters. The pilot initiated a flare at 100 feet above ground level, and, through final descent to the ground, lifted the collective to cushion the landing. The helicopter touched down in a slight nose-down attitude and began a slow ground run for three to five feet. The flight instructor and commercial pilot then reported a very hard "hop" that threw both upward against their shoulder harnesses, and the commercial pilot's helmet struck the upper doorjamb. The commercial pilot stated, "the helicopter then rose up left side low, then slammed into the ground, with the right side taking the brunt of the force." The helicopter then began gyrating violently, and both the flight instructor and commercial pilot shut it down.

Examination of the helicopter revealed the main rotor blade severed the tail boom, separating the tail rotor and vertical/horizontal assembly from the airframe. One main rotor blade was separated, and the other main rotor blade displayed deformation. The pilots reported no mechanical failures.

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/22/2001
Occupational Pilot:		Last Flight Review or Equivalent:	11/09/2000
Flight Time:	871 hours (Total, all aircraft), 371 hours (Total, this make and model), 745 hours (Pilot In Command, all aircraft), 117 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft)		

Check Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/25/2001
Occupational Pilot:		Last Flight Review or Equivalent:	11/09/2001
Flight Time:	6550 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5975 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N46TP
Model/Series:	OH-6A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	891268
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	12/11/2001, 100 Hour	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Turbo Shaft
Airframe Total Time:	6910 Hours at time of accident	Engine Manufacturer:	Allison
ELT:	Not installed	Engine Model/Series:	T63A700
Registered Owner:	City of Tampa Police Department	Rated Power:	317 hp
Operator:	City of Tampa Police Department	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTPA, 26 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1553 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	9°C / -1°C
Precipitation and Obscuration:			
Departure Point:	Tampa, FL (KTPA)	Type of Flight Plan Filed:	None
Destination:	Tampa, FL (KTPA)	Type of Clearance:	VFR
Departure Time:	1400 EST	Type of Airspace:	Class B

Airport Information

Airport:	Tampa International Airport (KTPA)	Runway Surface Type:	Grass/turf
Airport Elevation:	26 ft	Runway Surface Condition:	Dry; Soft
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Unknown

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:	27.975278, -82.533056

Administrative Information

Investigator In Charge (IIC):	Butch Wilson
Additional Participating Persons:	Richard Herndon; FAA - Tampa FSDO 35; Tampa, FL
Investigation Docket:	NTSB accident and incident docket 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/ .