



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Tampa, FL	<b>Accident Number:</b>	ATL02TA030
<b>Date &amp; Time:</b>	01/04/2002, 1505 EST	<b>Registration:</b>	N46TP
<b>Aircraft:</b>	Hughes OH-6A	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Public Aircraft		

## Analysis

The commercial pilot, under the supervision of the flight instructor, initiated a full-touchdown autorotation in an unmowed, grassy practice area. After touchdown, the helicopter began a slow ground run for three to five feet with no abnormalities. The flight instructor and commercial pilot then reported a very hard hop, and the helicopter collided with the ground and began gyrating violently. Both pilots shut it down. Examination of the helicopter revealed the main rotor severed the tail boom, separating it from the airframe. The pilots reported no mechanical failures.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's improper flare during practice autorotation.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: MANEUVERING

### Findings

1. (C) FLARE - IMPROPER - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Hughes	<b>Registration:</b>	N46TP
<b>Model/Series:</b>	OH-6A	<b>Engines:</b>	1 Turbo Shaft
<b>Operator:</b>	City of Tampa Police Department	<b>Engine Manufacturer:</b>	Allison
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	T63A700
<b>Flight Conducted Under:</b>	Public Aircraft		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTPA, 26 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 220°
<b>Temperature:</b>	9°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Tampa, FL (KTPA)	<b>Destination:</b>	Tampa, FL (KTPA)

## Airport Information

<b>Airport:</b>	Tampa International Airport (KTPA)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	Dry; Soft
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	27.975278, -82.533056		

## Administrative Information

**Investigator In Charge (IIC):** Butch Wilson

**Adopted Date:** 02/25/2003

**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](mailto: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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