



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Chino, CA	<b>Accident Number:</b>	LAX03CA274
<b>Date &amp; Time:</b>	09/01/2003, 1720 PDT	<b>Registration:</b>	N64580
<b>Aircraft:</b>	Bell 47D1	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The helicopter's main rotor struck the tail boom while the pilot was practicing a run-on landing. While the student pilot was attempting to execute a landing, he touched down on the heels of the skids. The helicopter rocked forward and the pilot pulled back on the cyclic. As a result, the main rotor blades made contact with the tail boom. No mechanical problems were noted with the helicopter. The student pilot had accumulated about 58 hours in helicopters, with 7 as pilot-in-command. The operator reported that students were not permitted to practice run-on landings during solo flight.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's inappropriate remedial action through the application of excessive aft cyclic during a run-on landing. A factor in the accident was the student's disregard for company procedures.

## Findings

Occurrence #1: ABRUPT MANEUVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  2. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND
  3. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
  4. (C) CYCLIC - EXCESSIVE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	2024 hours (Total, all aircraft), 40 hours (Total, this make and model), 1671 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N64580
<b>Model/Series:</b>	47D1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Michael Zemlock	<b>Engine Manufacturer:</b>	Franklin
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	6A&6V335 SER
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCNO	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 270°
<b>Temperature:</b>	28° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Chino, CA (CNO)	<b>Destination:</b>	Chino, CA (CNO)

## Airport Information

<b>Airport:</b>	Chino Airport (CNO)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	03	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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>	33.974722, -117.636667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nicole Charnon	<b>Adopted Date:</b>	11/25/2003
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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