



National Transportation Safety Board Aviation Accident Data Summary

Location:	Wingate, NC	Accident Number:	ERA12CA095
Date & Time:	12/01/2011, 1200 EST	Registration:	N216TV
Aircraft:	BELL 206L-3	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The certified flight instructor (CFI) was demonstrating a touchdown autorotation from an altitude of 1,500 feet above ground level to a turf runway. He stated that, during the maneuver, the helicopter's sink rate seemed high, so he continued to pull pitch to arrest the descent rate. The helicopter touched down with a slight forward speed on a downhill slope, and the rear portion of the skids became momentarily stuck in the soft turf. The helicopter pitched forward after breaking loose from the turf, and the main rotor blade contacted the vertical stabilizers and tail rotor drive shaft cover, resulting in substantial damage. The CFI stated that there were no mechanical malfunctions or anomalies with the helicopter.

Flight Events

Autorotation - Miscellaneous/other

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The certified flight instructor did not select an adequate landing site for the practice autorotation.

Findings

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Physical environment-Terrain-(general)-Decision related to condition - C
Environmental issues-Physical environment-Terrain-Sloped/uneven-Contributed to outcome

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Flight Engineer; Military	Age:	66
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter
Flight Time:	15456 hours (Total, all aircraft), 1400 hours (Total, this make and model), 8447 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	7500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BELL	Registration:	N216TV
Model/Series:	206L-3	Engines:	1 Turbo Shaft
Operator:	U S HELICOPTERS INC	Engine Manufacturer:	Rolls Royce
Air Carrier Operating Certificate:	On-demand Air Taxi (135)	Engine Model/Series:	250C30P
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	EQY, 679 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	10° C / -2° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wingate, NC (N46)	Destination:	Wingate, NC (N46)

Airport Information

Airport:	US Helicopters Heliport (N46)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Eric Alleyne	Adopted Date:	03/27/2012
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82441		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.