



National Transportation Safety Board Aviation Accident Final Report

Location:	Lumberton, NJ	Accident Number:	ERA14CA216
Date & Time:	05/01/2014, 1111 EDT	Registration:	N119HF
Aircraft:	AGUSTA AEROSPACE CORP AW119 MKII	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

According to the flight instructor, he gave the pilot under instruction (PUI) a simulated engine failure after takeoff when the helicopter reached approximately 50 knots. The PUI pulled the cyclic aft and increased collective. The flight instructor joined the PUI on the controls to prevent him from pulling too much collective and to lower the helicopter's nose to a level attitude. Both pilots were on the controls as the collective was increased to cushion the landing. The helicopter landed on the paved runway's centerline, and as it slid across what the pilots described as an uneven surface, it began to porpoise. The flight instructor lowered the collective to slow the slide and heard a noise, then the helicopter began vibrate and turned 220 degrees to the right before coming to a stop. During the slide, a main rotor blade cut off the tail boom. Neither pilot reported any preexisting mechanical anomalies that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flightcrew's improper recovery from a simulated engine failure after takeoff. Contributing to the accident was the flight instructor's failure to clarify who had control of the helicopter.

Findings

Aircraft	Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Flight crew (Cause) Lack of communication - Instructor/check pilot (Factor)

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other (Defining event)
----------------------	--------------------------------------

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	09/30/2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/30/2013
Flight Time:	5319 hours (Total, all aircraft), 553 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Foreign; Private	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	01/22/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	01/13/2014
Flight Time:	8000 hours (Total, all aircraft), 6 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	AGUSTA AEROSPACE CORP	Registration:	N119HF
Model/Series:	AW119 MKII	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	14719
Landing Gear Type:	Skid;	Seats:	8
Date/Type of Last Inspection:	04/25/2014, 100 Hour	Certified Max Gross Wt.:	
Time Since Last Inspection:	29 Hours	Engines:	2 Turbo Shaft
Airframe Total Time:	1511 Hours	Engine Manufacturer:	P&W CANADA
ELT:	C126 installed, not activated	Engine Model/Series:	PT6B-37A
Registered Owner:	AGUSTAWESTLAND PHILADELPHIA CORP	Rated Power:	900 hp
Operator:	AGUSTAWESTLAND PHILADELPHIA CORP	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	VAY, 53 ft msl	Observation Time:	1054 EDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:		Temperature/Dew Point:	19° C / 14° C
Lowest Ceiling:	Overcast / 9000 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, Variable	Visibility (RVR):	
Altimeter Setting:	29.82 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Philadelphia, PA (PNE)	Type of Flight Plan Filed:	
Destination:	Lumberton, NJ (VAY)	Type of Clearance:	None
Departure Time:	0925 EDT	Type of Airspace:	

Airport Information

Airport:	SOUTH JERSEY RGNL (VAY)	Runway Surface Type:	Asphalt
Airport Elevation:	52 ft	Runway Surface Condition:	Dry; Rough
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	3881 ft / 50 ft	VFR Approach/Landing:	Full Stop; Simulated Forced Landing

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
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Paul R Cox	Adopted Date:	06/18/2014
Additional Participating Persons:	Robert Drapala; FAA/FSDO; Philadelphia, PA		
Publish Date:	07/06/2015		
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=89150		

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.