



National Transportation Safety Board Aviation Accident Data Summary

Location:	Lumberton, NJ	Accident Number:	ERA14CA216
Date & Time:	05/01/2014, 1111 EDT	Registration:	N119HF
Aircraft:	AGUSTA AEROSPACE CORP AW119 MKII	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.

Flight Events

Landing-landing roll - Miscellaneous/other

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Flight crew - C

Personnel issues-Task performance-Communication (personnel)-Lack of communication-Instructor/check pilot - F

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	46
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 Helicopter
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	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
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	Engines:	2 Turbo Shaft
Operator:	AGUSTAWESTLAND PHILADELPHIA CORP	Engine Manufacturer:	P&W CANADA
Air Carrier Operating Certificate:	None	Engine Model/Series:	PT6B-37A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	VAY, 53 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 9000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, Variable
Temperature:	19°C / 14°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Philadelphia, PA (PNE)	Destination:	Lumberton, NJ (VAY)

Airport Information

Airport:	SOUTH JERSEY RGNL (VAY)	Runway Surface Type:	Asphalt
Runway Used:	26	Runway Surface Condition:	Dry; Rough
Runway Length/Width:	3881 ft / 50 ft		

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):	Paul R Cox	Adopted Date:	06/18/2014
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		

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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.

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