



National Transportation Safety Board Aviation Accident Factual Report

Location:	Tampa, FL	Accident Number:	ERA20CA106
Date & Time:	02/18/2020, 1550 EST	Registration:	N188FS
Aircraft:	Aerospatiale AS350	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

The flight instructor of the helicopter reported that, he directed the airplane rated pilot to conduct an autorotation with a 180° turn, followed with a power recovery. Abeam the departure end of runway, he moved the throttle lever from the FLY position to IDLE. While conducting the maneuver, the student pilot overshot the runway and aligned the helicopter with the parallel taxiway. Upon realizing the unacceptable position, they elected to abort the maneuver and perform a go-around. While the student pilot continued to fly the helicopter, the instructor inadvertently moved the throttle lever from IDLE, aft, towards the OFF position, then forward, to the FLY position. The engine experienced a total loss of power and the instructor adjusted the throttle to no avail. As the helicopter continued the descent, the student pilot requested that the instructor "get on the controls". The instructor left the throttle in the full power position, took the controls and conduct a power-off autorotation. The helicopter landed on the taxiway, skidded about 180 feet, departed the taxiway, onto the adjacent grass and came to rest in a drainage ditch.

The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

The Federal Aviation Administrator inspector who examined the helicopter at the accident site reported damage to the left anti-vibrator mount beam.

Flight Instructor Information

Certificate:	Airline Transport; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	04/16/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	06/20/2019
Flight Time:	(Estimated) 12088 hours (Total, all aircraft), 1226 hours (Total, this make and model), 11023 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	07/22/2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/25/2009
Flight Time:	(Estimated) 225 hours (Total, all aircraft), 104 hours (Total, this make and model), 118 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerospatiale	Registration:	N188FS
Model/Series:	AS350 B2	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7863
Landing Gear Type:	High Skid	Seats:	6
Date/Type of Last Inspection:	10/09/2019, 100 Hour	Certified Max Gross Wt.:	4961 lbs
Time Since Last Inspection:		Engines:	1 Turbo Shaft
Airframe Total Time:	2627.3 Hours at time of accident	Engine Manufacturer:	SAFRAN/Turbomeca
ELT:	C126 installed, not activated	Engine Model/Series:	Arriel 1D1
Registered Owner:	Hillsborough County Sheriffs Office	Rated Power:	72195 hp
Operator:	Hillsborough County Sheriffs Office	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VDF, 22 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2115 UTC	Direction from Accident Site:	66°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 4900 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 14 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	29° C / 19° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tampa, FL (TPF)	Type of Flight Plan Filed:	None
Destination:	Tampa, FL (VDF)	Type of Clearance:	None
Departure Time:	1545 EST	Type of Airspace:	Class G

Airport Information

Airport:	Tampa Executive (VDF)	Runway Surface Type:	Asphalt
Airport Elevation:	21 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3219 ft / 75 ft	VFR Approach/Landing:	Forced Landing; 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	Latitude, Longitude:	28.013889, -82.345278 (est)

Administrative Information

Investigator In Charge (IIC):	Eric M Gutierrez
Additional Participating Persons:	Randy E Ryhal; FAA / FSDO; Tampa, FL
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=100970