NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASI	CINFORMA	TION					1	初修士	171				
Accide	nt/Incident Loc	ation					Ac	cident/Inci	dent Dat	e/Time			•.
	City/Place: Ft. W			!	_State: <u>T</u>	<u>X</u>	Dat		<u> 15/20</u> 20	Lo	cal Time: _	16:53L CS	<u> </u>
ZIP: <u>76</u>	<u>177 </u>	Country: US/	Α					mm/c	ld/yyyy	Ti	me Zone:	21.537	
Latitude	32.5942N		Longitude: 97.1	917W								21.002	
	(Enter in decima	l degrees or d	legrees:minutes:sec	conds)			Co	llision with	Other A	ireraft: C) Midair	OOn-groun	d O None
AIRC	RAFT INFO	RMATIO	N _e										
Registr	ation Number:	N489DM						☐ IFR-Equi					
Manufa	ecturer: <u>BELL</u>	·					☐ Commercial Space Flight ☐ Unmanned Aircraft						
Model:							M	aximum G	ross Wei	ght: <u>5250</u>		lbs	
	lumber: <u>53619</u>						W	eight at Ti	me of Ac	cident/Inci	dent: <u>43</u> 3	36	lbs
Year of	Manufacture:											w Seats: 2	
Amateu	ır-Built: OYes		Kit/Plans Mal	ce: <u>NA</u>							Passenger	Seats: 4	
	⊙ No		Original Design					umber of E	ngines: _				
-	ry of Aircraft	Type of A (Check all ti	irworthiness Ce	rtificate		Landing Ge (Check all the					e Type (Se		d Dooleat
O Airpl O Ballo		Standar		1			_	actable			procating o Shaft	OElqui	d Rocket Rocket
OBlim	/Dirigible	✓ Norma	=			Tricycle			Tailwheel	O Turk	oo Prop		id Rocket
O Glide		☐ Aeroba				☐ Amphibia	n	, –	High Skid	O Turk		ONone OUnkn	
⊙ Helic		Comm			1	Emergenc				Olikii	OWII		
OPowe	I	Transp				Float	•	· 🗀					
O Rock O Ultra		Utility		Light-Spo mental Ligh		□Hull		Ц:	Ski/Wheel	1 '		(Reciprocatii	ng)
OUnkn		□Certificate	of Authorization	_	· · I	Other Lau	ınch	/Recovery Sy	stem	O Carb	uretor	O Fuel-	Injected
		None		Unknown	(0011)	None			Unknown				
			Engine		Monus	acturer's		Date	Rated P	ower sepower or	Total Time	Time Inspection	Since:
Engine	Engine Manufa	cturer	Model/Series			Num <u>ber</u>		of Mfg. mm/dd/yyyy		of Thrust	(hours)	(hours)	(hours)
Eng. 1	Rolls Royce		250-C47B		CAE-84	18646		12-13-2013	650		1430.2	35.6	0.0
Eng. 2			·				4		<u> </u>				
Eng. 3							\dashv	· · · · · · · · · · · · · · · · · · ·					
Eng. 4				Propelle	L	OFixed P	Pitch Propeller 2 OFixed Pitch						
_	spection Type			Tropen	51 I	OControl (lable	e Pitch		pener z	Ö	Controllable 1	
O100-H		inuous Airwo litional Inspec			OGround Adjustable OGround Adjustable turer: NA - HELICOPTER Manufacturer: NA - HELICOPTER								
OAnnu			ction .	Manufac Model: _		NA - HELICO	PH	<u> </u>		anufacturer: . odel:	NA - HI	LICOPIE	<u> </u>
Date L	ast Inspection:			ELT Ins		⊙Yes O	No				inment (Check all that	t apply)
Airfran	ne Total Time:	mm/dd/yy	עע hrs	If Yes:	, cancu.	9 103	110		L.	ADS-B	ipinone (oncen all ma	· uppiy)
	s measured at (S				nufactur	er: Artex				Airframe Para		_1	
	, ,	_	ccident/Incident			.: C406-N h			- I 🗖 A	Angle of Atta Autopilot	ck indicato	r ·	
Type of	Maintenance I	rogram (Se	elect one)	TSO No.:		(121.5 MHz) C) C9	1a (121.5 MI	^{Iz)} ☑I	Data Recorde			
O Annu		1 o B 1 mm; (50				(406 MHz)				lectronic Fli lectronic M		Handheld De	vice
O Cond	itional (Amateur-b					unted in aircra inected to ante			° 🗖	Electronic Pri			
	facturer's Inspect Approved Inspec		(AAID)			? OYes O		. 5165 01	□ !	Iandheld GP			
	nuous Airworthin		(AAII)	If activa					1 5	Heads Up Dis Inboard Wea			
O Other	, specify:			Did ELT	Aid in L	ocating Aircra	ft: (OYes ⊙N	°	atellite Trac	king Device		
	tion of Fire Ex	tinguishing	System	If not ac		-				tall Warning			*
O None	: ^{ify:} Hand held,	omell for		Indicate	Keason:	☐ Impact Dana		e		ideo Record Other, Specif			
C bpoo	extinanishe	smail tire er oply - pot	utilized. 🛨			Battery Ex		d/Damaged					
		Only - 1101	. dunzou.			Unknown							

OWNER/OPERATOR INFORMA	MIONAL	100 100 100 100 100 100 100 100 100 100					
Registered Aircraft Owner		City:					
Name:		State: ZIP:					
Fractional Ownership Aircraft: O Yes ©	No	Country:					
Operator of Aircraft	gistered Owner	☑ Same Address as Registered Owner					
Name:		City:					
Doing Business As:		State: ZIP:					
Air Carrier/Operator Designator (4 Charact	er Code):	Country:					
Operating Certificates Held (Check all that apply)	Regulation Flight Conducted Un	Revenue Operation for FAR 121, 125, 129, 135 (Select one for each group)					
None	OFAR 91 OFAR 129 OFAR 4 OFAR 103 OFAR 133 OFAR 4						
☐ Flag Carrier Operating Certificate (FAR 121) ☐ Supplemental	OFAR 103 OFAR 133 OFAR						
Air Cargo	OFAR 125 OFAR 137 OFAR	437 Passenger					
☐ Foreign Air Carriers (FAR 129) ☐ Rotorcraft External Load (FAR 133)	OFAR 91 Special Flight	O Cargo					
☐ Commuter Air Carrier (FAR 135) ☐ On-Demand Air Taxi (FAR 135)	O Non-US, Commercial O Non-US, Non-commercial	O Mail Contract Only					
Commercial Air Tour (FAR 136)	O non ob, non commercial	Purpose of Flight for FAR 91, 103, 133, 137					
☐ Agricultural Aircraft (FAR 137) ☐ Pilot School (FAR 141)	O Armed Forces	(Select one)					
Certificate of Authorization or Waiver (COA)		O Aerial Application O Firefighting , O Unknown					
Commercial Space Transportation Experimental Permit	O State	O Aerial Observation O Flight Test O Air Drop O Glider Tow					
☐ Commercial Space Transportation License	O Local	O Air Race/Show					
Other Operator of Large Aircraft	OUnknown	O Business O Personal					
		O Executive/Corporate O Positioning O External Load O Skydiving					
Revenue Sightseeing Flight	Air Medical Flight	O Ferry					
O Yes ⊙ No	O Yes O No						
AIRPORT INFORMATION (FIII in	if accident/incident occurred on app	proach, landing, takeoff, departure, or within 3 miles of an airport)					
Airport Name: Alliance Airport		Distance From Airport Center: 1/2sm					
Airport Identifier: KAFW		Direction From Airport: 250 degrees degrees true					
Proximity to Airport: O Off Airport/Airstri	p On Airport/Airstrip ON/A	Airport Elevation: 7231 ft. msl					
Runway Information	010 9 10:44. 150	Condition of Runway/Landing Surface (Check all that apply) ☑ Dry ☐ Snow-Compacted ☐ Water-Calm					
	,010 ft Width: 150 ft	☐ Holes ☐ Snow-Crusted ☐ Water-Choppy					
Runway/Landing Surface (Check all that a ☐ Asphalt ☐ Grass/Turf ☐ Maca		☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy ☐ Rough ☐ Snow-Wet ☐ Wet					
El Concrete El Giavei El Meta	I/Wood	Rubber Deposits ☐ Soft					
Dirt Graver Snow		☐ Rubber Deposits ☐ Soft ☐ Slush-Covered ☐ Vegetation ☐ Unknown					
	√ □ Unknown						
Dirt Ge Snov	√ □ Unknown	Slush-Covered Vegetation Unknown					
Approach/Departure Segment (Select one OTaxi OTakeoff	Unknown OOn Instrument App	proach ODownwind OLow Approach OBase OGo Around					
Approach/Departure Segment (Select one OTaxi OVFR Departure	Unknown OOn Instrument App	Slush-Covered Vegetation Unknown proach ODownwind OLow Approach					
Approach/Departure Segment (Select one OTaxi OTakeoff	Unknown OOn Instrument App	proach ODownwind OLow Approach OBase OF inal OAborted Landing (after touchdown)					
Approach/Departure Segment (Select one OTaxi OVFR Departure OTakeoff OIFR Departure Proc OInitial Climb	Unknown OOn Instrument App	proach ODownwind OLow Approach OBase OGo Around OFinal OAborted Landing (after touchdown) OCrosswind OUnknown					
Approach/Departure Segment (Select one OTaxi OTakeoff OInitial Climb OTAR OIFR Departure Proceedings of the control of the co	Unknown OOn Instrument App	proach ODownwind OLow Approach OBase OGo Around OFinal OAborted Landing (after touchdown) OCrosswind OUnknown VFR Approach (Check all that apply)					
Approach/Departure Segment (Select one OTaxi OVFR Departure OTakeoff OIFR Departure Proc OInitial Climb IFR Approach (Check all that apply) None ADF/NDB PAR SDF Sidestep	OOn Instrument Appel of the Clearance OLanding MLS Practice LDA GPS	Slush-Covered					
Dirt □ Ice □ Snow Approach/Departure Segment (Select one OTaxi OVFR Departure OTakeoff OIFR Departure Proc OInitial Climb IFR Approach (Check all that apply) □ None □ ADF/NDB □ PAR	OOn Instrument Appel of the Clearance OLanding	proach ODownwind OLow Approach OBase OGo Around OFinal OAborted Landing (after touchdown) OCrosswind OUnknown VFR Approach (Check all that apply) None Traffic Pattern Stop and Go					
Approach/Departure Segment (Select one OTaxi OVFR Departure OTakeoff OIFR Departure Proc OInitial Climb IFR Approach (Check all that apply) None ADF/NDB PAR SDF Sidestep VOR/TVOR IILS	OOn Instrument Appelure/Cicarance OLanding MLS Practice LDA GPS ASR	Slush-Covered					

"FLIGHT CREWMEMBER 1" INFORMATION										
"Flight Crewmember 1" Responsibilities at the Time of Accident/Incident O Pilot O Co-Pilot O Student Pilot O Flight Instructor O Check Pilot O Flight Engineer O Other Flight Crew										
"Flight Crewmember 1" was	s pilot flying	☑Yes □ N	No							
"Flight Crewmember 1" Ide	ntification		ŀ							
First Name:					City of Res	sidence:				
Middle Initial:				-	State:			ZIP:		
Last Name:					Country:			-		
Age at time of	Accident/Incide	ent:	Date of B		Country.	m	m/dd/yyyy			
			ertificate Num				,,,,			
Degree of Injury	Seat Occup		Ultillean I.		straint Ty	ne			Inflatable F	estraints
None	⊙ Left	O Front	O Unknov		Available		Used	- 1	A	
O Minor O Unknown	O Right	O Rear			ONone		ONone		✓ Not Inst	
O Serious	O Center	O Single		·	O Lap on		O Lap onl	y	☐ Installed ☐ Not Dep	d
Pilot Certificate(s) (Check ali		Commercial	□ US Mi		○ 3-point ○ 4-point		⊙ 4-point	,	☐ Deploye	ed
☐ Private ☐ Recreat		Commercial Airline Transp			O 5-point	t	O 5-point	_	Unknov	
☐ Student ☐ Sport		Flight Enginee			O Unkno	wn	O Unknov	vn		
Principal Occupation N	Medical Certific	cate		M	edical Cert	ificate Va	lidity		Date of Las	t Medical
		OClass 3			Without limi			nknown	Daily VI Z	
O Other	Class 1	O Driver's Lice	ense (Sport Pilot	only) O	With limitati	ions/waiver			8/31/202	
		Unknown		0	Special Issua	ancė		1	mm/dd/yy	יאי
Medical Certificate Limitati			•							
"Holders shall possess glasses	for near/interm	ediate vision"					•			
	,									
Medical Certificate Special	Issuance			-						
NA .										
					1 .					
Date of Last Flight Review		Fligh	t Review Airc	raft	,					
or Equivalent, Including	750/0000	. "	: Bell							
FAR 121/135 Checks:	7/28/2020 mm/dd/yyyy		ı: 412EP							
Airplane Rating(s)	Other Aircra			ent Rating((2	Instructo	r Rating(s)			
(Check all that apply)	(Check all that a	- , ,	(Check all	l that apply)		(Check all				
☐ None ☐ Single-Engine Land	☐ None ☐ Airship		□ None			None	2'1- P		Instrument	
☐ Single-Engine Land ☐ Single-Engine Sea	☐ Airsnip ☐ Balloon		☑ Airpla ☑ Helico				e Single-Eng e Multi-Engi		Instrument l Helicopter	Helicopter
✓ Multiengine Land	☐ Glider		Power		- 1	☐ Gyropla	ine .		Glider	
☐ Multiengine Sea	☐ Gyroplane☑ Helicopter		1		· 1	☐ Powere	d Lift	L	Sport	
	☐ Powered Lif	t								
Type Ratings					1	Student H	Endorseme	nts (Include	dates)	
ATP Airplane, multi engine land	j.				ر [NA				
ATP Helicopter.].	,				
CE-500, LR-60		-								
	T		Airelone							
Flight Time (Enter appropriate		This Make	Airplane Single	Airplane			rument		·	Lighter
number of hours in each box) Total Time	Aircraft	& Model	Engine	Multiengine		Actual	Simulated	Rotorcraft	Glider	Than Air
Pilot in Command (PIC)	10,300 9,290	912 850	494 471	3,300 2,922			500 200	6,506 5,897		0
Time as Instructor	2,505	400	0	2,922			150	2,505		
This Make/Model	2,000	100					100	2,000	v	
Last 90 Days	145	. 37	0		6	0	10	136	0	. 0
Last 30 Days	85	14	0		2 0		0	. 83		0
Last 24 Hours	1	1	. 0			0	0	1	0	0

"FLIGHT CREWMEMBER 2" INFORMATION										
"Flight Crewmember 2" R OPilot OCo-Pilot "Flight Crewmember 2" w	O Student Pilot	OFlight I	nstructor C	ident Check Pilot	O Fligh	nt Engineer	O Other I	Flight Crew		
"Flight Crewmember 2" was pilot flying □ Yes ☑ No										
"Flight Crewmember 2" Identification First Name: City of Residence:										
					_	idence:				.,
Middle Initial: ZIP:										
Last Name: Country:										
Age at time of Accident/Incident: Date of Birth: mm/dd/yyyy										
	Certificate Number:									
Degree of Injury	Seat Occup	,	.		traint Ty	pe		1	nflatable R	estraints
O None O Fatal O Minor O Unknown	O Left O Right	OFront ORear	OUnknov	vn	Available	e	Used			
O Serious	OCenter	OSingle			O None O Lap of	nlv	O None O Lap only	,	☑ Not Inst ☐ Installed	
Pilot Certificate(s) (Check of	ill that apply)				O 3-poir	nt ·	O 3-point	´	☐ Not Dep	loyed
☐ None ☐ Flight		Commercial	US Mi		• 4-poir • 5-poir		4-point5-point		☐ Deploye ☐ Unknow	
☐ Private ☐ Recre ☐ Student ☐ Sport		Airline Transpe Flight Enginee		n	O Unkno		O Unknov	vn.	·	
Principal Occupation	Medical Certific	cate		Me	dical Cer	tificate Va	lidity		Date of Las	t Medical
⊙ Pilot		Class 3				itations/wai	-	nknown		
O Other			nse (Sport Pilot	//		tions/waivers	O N	/A	6/29/202	
O Unknown	0 0) Unknown		0	special Issu	iance			mm/dd/yy	,
Medical Certificate Limitations										
None .										
Medical Certificate Specia	Issuance									
None		. '								
*										
Date of Last Flight Review		Flight	t Review Airc	raft						
or Equivalent, Including FAR 121/135 Checks:	5/14/2020	Make:	MD/Hughes	3			*			
FAR 121/135 Checks:	mm/dd/yyyy	<u> </u>	: 500D	-						
Airplane Rating(s)	Other Aircra	ft Rating(s)	Instrum	ent Rating(s)	Instructor	Rating(s)			
(Check all that apply)	(Check all that a			l that apply)	´	(Check all th				
□ None	None		None			☑ None			Instrument A	
 ☑ Single-Engine Land - ☐ Single-Engine Sea 	☐ Airship ☐ Balloon		☑ Airpla ☑ Helico	ne Inter	-	☐ Airplane	Single-Engir Multi-Engine	ne 📙	Instrument H Helicopter	elicopter
☐ Multiengine Land	☐ Glider		Power	ed Lift	- 1	☐ Gyroplan	ne		Glider	
☐ Multiengine Sea	☐ Gyroplane☑ Helicopter					☐ Powered	Lift		Sport	
	☐ Powered Life	t ·								-
Type Ratings						Student Er	ndorsement	ts (Include de	ates)	
None						None				,
,					1					
, , , , , , , , , , , , , , , , , , ,										
Eliaba Tima (Tarana)	T		Airplane			Inst	rument			-
Flight Time (Enter approprie number of hours in each box)	All Aircraft	This Make & Model	Single Engine	Airplane Multiengine	Night	Actual	Simulated	Rotoreraft	Glider	Lighter Than Air
Total Time	1,017	135	755	0	75	5 10	. 70	262	. 0	0
Pilot in Command (PIC)	878	135	713	0	60	10	70	165	0	0
Time as Instructor	0	0	. 0	0	(0	. 0	0	0	. 0
This Make/Model						0	4			
Last 90 Days	129	65	46	0	_	5 1	4	83	0	. 0
Last 30 Days	37	19	9	. 0		1 70	3	28	0	0

ADDITIONAL FLIC	HT CREWME	MBERS (I	Exclusiv	e of cabin cr	ew, complete	the followin	g information)		
Crew Name and Addi	ress						Seat Occupie	d	Injury
First Name: <u>NA</u> Middle Initial: <u>NA</u> Last Name: <u>NA</u>		State	:		ZIP:		O Left O Center O Right	O Front O Rear O Single O Unknown	O None O Minor O Serious O Fatal O Unknown
Pilot Certificate(s) (Check all that apply) None						Restraint Tyl Available O None O Lap Only O 3-point O 4-point O 5-point O Unknown	Used O None	Inflatable Restraints Not Installed Installed Not Deployed Deployed Unknown	
Crew Name and Addi	ress	Seat Occupie	Injury						
First Name: Middle Initial: Last Name:	::	<u>:</u>	ZIP:		OLeft OCenter ORight	O Front O Rear O Single O Unknown	O None O Minor O Serious O Fatal O Unknown		
Pilot Certificate(s) (C None Private Student Type Rating/Endorse Accident/Incident Air	oort Forer light Time a	t the Time		Restraint Typ Available O None O Lap Only O 3-point O 4-point O 5-point O Unknown	Used O None Lap Only 3-point 4-point 5-point Unknown	☐ Installed ☐ Not Deployed ☐ Deployed			
PASSENGER(S)/	OTHER PERS	ONNEL (I	nclude c	abin crew; c	ontinue on s	eparate shee	t if necessary)	计规则则 有	
Name and Address				Seat	Injury	Restraint T	ype	Inflatable Restraints	Age
First Name: NA Middle Initial: NA Last Name: NA OCrew	State:	ZIP:	_	OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available ONone OLap Only O3-point O4-point O5-point OUnknown	O 3-point O 4-point O 5-point	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown
First Name: Middle Initial: Last Name: OCrew	State:	ZIP:	_	OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available ONone OLap Only O3-point O4-point O5-point OUnknown	O None O Lap Only O 3-point O 4-point O 5-point	□ Not Installed □ Installed □ Not Deployed □ Deployed □ Unknown	Under 5 years If Under 5, O Child Restraint O Lap-Held O Unknown
First Name: Middle Initial: Last Name: O Crew	State:	ZIP:		OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available O None O Lap Only O3-point O 4-point O 5-point O Unknown	Used ONone OLap Only O 3-point O 4-point O 5-point O Unknown	□ Not Installed □ Installed □ Not Deployed □ Deployed □ Unknown	□Under 5 years
				1					CHRITOWII

CHOUTITINEDARY	NEODARATIO		Car. Allegan	17 Central		Market Carl			
FLIGHT ITINERARY I					经企业人工	Town Division			
Last Departure Point	Tim	e of Departure				O None	ht Plan Filed O VFR/IFR		
Airport ID: KAFW	Time	: 1555 local	Airport ID:			O None O Compan			
City: FT. Worth		Zamai CST	City: Ft. V			O Military	VFR O Unknown		
State: TX	. I ime	Zone: CST	State: TX			O VFR Activated?	⊙Yes ONo OUnknown		
Country: USA			Country: U	SA		Activated	Tes ONO COnknown		
Type of ATC Clearance/Ser	•						-		
	Special VFR IFR		cial IFR R On Top		□ VFR Flight Foll☑ Traffic Advisory		☐ Cruise ☐ Unknown / NA		
Airspace where the accident									
	Class G	☐ Mil	itary Operations	Area (MOA)	☐ Special		Altitude of In-Flight Occurrence:		
☐ Class B ☐	Demo Area		oort Advisory A		Air Traffic Cont	rol Area			
	Warning Area Prohibited Area	☐ TRS	Fraining Area	. /	□Unknown		NA ft msl		
	Restricted Area	□FAI							
WEATHER INFORMA	TION AT THE	E ACCIDEN	T/INCIDEN	T SITE					
Source of Pilot Weather Inf					servation Facility				
(Check all that apply)	_			Facility ID: K	AFW				
☐ National Weather Service ☐ Flight Service Station	☐ Con ☐ Mili				me: 1645				
TV/Radio	✓ Interest	rnet		Time Zone:	ST				
☐ Automated Report ☐ Commercial Weather Service	(DUATE) Non			_	Accident Site: 1		nm		
☐ Commercial Weather Service ☐ On-Board Weather	(DUATS) Unk	nown		Direction from	Accident Site: 080		degrees true .		
Basic Conditions		Light Conditi	on				,		
⊙ ∨MC		ODawn	ODusk		-	known			
OIMC	⊙ Day	ONight	OBrig	ht Night		-			
O Unknown									
Sky/Lowest Cloud Conditio ⊙ Clear	n O Thin Broken	Ceiling O None (Clear)	•	Obscured	Temperature:		(C) or(F)		
	Thin Broken Thin Overcast	O Broken		Indefinite	Dew Point: _1	6(0	C) or(F)		
•	Unknown	O Overcast	Ō	Unknown	Altimeter Sett	Altimeter Setting: 2994 in. Hg			
O Scattered	-1-1-4	Gailing Haigh					MB		
Lowest Cloud Condition Ho	ft agl	Ceiling Heigh	ı	ft agl	1	•			
12,000		12,000							
Wind Direction	Wind Speed	·	Wind Gusts		Visibility	Unlim	miles		
☐ Variable	☐ Calm		✓ Not Gustir	ng	RVR	RVR: NA feet			
-or-	☐ Light and Vari	able	-or-			: NA	miles		
Direction: 340 degrees true	Speed: 10	kts	Speed:	kts	Density Altitu				
Intensity of Precipitation	Type of Precipit	ation (Check all t					Check all that apply)		
OLight	☑ None	□ Drizzle	☐ Freezin	g Rain	✓ None		Fog		
OModerate	Rain	☐ Ice Pellets	☐ Snow S		☐ Blowing Do		Ground Fog Haze		
O Heavy O N/A	□ Snow □ Hail	☐ Snow Pellet☐ Snow Grain			☐ Blowing Sn		Ice Fog		
OUnknown	Rain Showers	☐ Ice Crystals		8 = 11=110	☐ Blowing Sp	ray 🔲	Smoke		
		т			Dust		Unknown		
Icing Forecast Amount Type		Icing Actual Amount	T		Turbulence Type (Check a	11 41,4	Carranitus		
None		● None	Type ⊙ N/A		✓ None	u inai appiy)	Severity □Light		
O Trace O Rime		O Trace	Q Rime		□Clear Air □Terrain-Indi		□Moderate		
O Light O Clear O Moderate O Mixed		O Light O Moderate	O Clear O Mixe		Convective		□Severe □Extreme		
O Severe O Unknow	vn	OSevere	O Unkr						
OUnknown		OUnknown							
NOTAMs (D and FDC), A	AIRMETs, SIGN	METs, PIREPS	s in effect at	the time of t	he accident/inci	dent:			
NOTAMs at KAFW on 9-15	i-2020, addressed	d N/A items for	visual accide	nt helicopter	crew. NOTAMs a	addressed a	SID change, numerous		
Instrument procedure chan	ges and the runw	ay 16R end lig	ht being out o	of service.					
							,		

DAMAGE	TO AIRCRAFT AI	ND OTHER PRO	PERTY	THE STREET, ST	设施的数据的数据
Aircraft Dam	age	Aircraft Fire		Aircraft Explosion	
O None	 Substantial 	O None	O Both Ground and In-Flight	O None	O Both Ground and In-Flight
O Minor	O Destroyed O Unknown	O In-Flight O On-Ground	O Fire at Unknown Time O Unknown	O In-Flight O On-Ground	O Explosion at Unknown Time O Unknown
	O Unknown	On-Ground	Oliknown	O On-Ground	Cukiowi
Description o	Damage to Aircraft a	nd Other Property (Use additional sheet if necessary)		
No external p	roperty was damaged	, no injuries reported	d by either of the flight crew men	nbers.	•
Potor blades	impacted both of the s	vertical fins on the ho	orizontal stabilizer. Main rotor bl	ades cut through the	tail rotor driveshaft cover as
			veshaft severed under torque loa		
Bell Textron,	Inc. service manual re	commends a hard la	anding inspection as well as sud	den stoppage inspec	tion.
Aircraft remai	ned upright, the tail-bo	oom remained fully i	ntact. Neither of the tail rotor bla	des or the four main	rotor blades contacted the
ground.					
NARRATIVE	HISTORY OF FLI	GHT (Please type or	print in ink)	年 华进民 論[1]	与多数数据与主义的数据
Describe wha	t occurred in chronolo	gical order, including	circumstances leading to and na	ture of accident/incide	nt. Describe terrain and include
	ribution sketch if pertine rovide as much detail as		s if needed. State departure time an	d and location, service	s obtained, and intended
On 9/15/2020), at approximately 16	53L. CST. a III In	structor Pilot was performing ag	ency approved instru	ctional flight training; the
instructor was	s sitting in the left from	t seat and was actin	g as the Pilot-in-Command. The	Instructor Pilot	was conducting power
			helicopter while training a helico		
weather exist		s a Class D airport, t	the FAA control tower was opera	itional, normal daytin	ne, light winds from NW, VFR
The circreft w	roo flying in a routing	hbroviotod troffic ne	ottorn wast of rupway 241 at -1	000 ACL on per EAA	control tower nerconnol
			attern west of runway 34L at ~1,6 nstructor pilot reduced the Bell 4		
			viewed with the other helicopter		
During the de	celeration/flare at app	roximately 75' AGL	the Instructor Pilot heard th	e low rotor audio ton	e (abnormal for this
maneuver) ar	nd quickly took the flig	ht controls using a p	ositive transfer of the controls.	The Instructor P	ilot increased the throttle to
			ed and contacted taxiway Papa		
the tail rotor of		e horizontal stabilize	r. The rotor blades cut through t	the tail rotor drivesha	ft cover as well as severing
The heliconte	er slid for approximate	v 60' and remained	upright on taxiway Papa. The	Instructor pilot in	oted FOD on the taxiway
			the horizontal stabilizer. The		nut down N489DM on taxiway
			er frequency (135.15) of the acc		,
No further da	mage or injuries were	reported, the FAA w	as notified and responded to the	e accident site at KAI	FW.
Preliminary in	vestigative findings re	eflect that the	structor Pilot did not rapidly roll	the throttle to the FL	Y nosition during the
			t to not over-speed the main rote		
			with the rotor RPM less than 10		
The Saf	ety Officer contacted t	he manageme	nt and the NTSB shortly after the	e N489DM accident o	on 9/15/2020.
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RECOMMENDATION (How	could this	accident/incident have	e been preve	nted?)	国际们组。		lighti aktiba		
Operator/Owner Safety Recommendation									
will investigate and release recommendations at the conclusion of the joint accident investigation using the NTSB accident investigation format.									
,							-		
•									
			k.						
MECHANICAL MALFUN	CTION/F	AILURE (If more	space is nee	ded, cont	inue on separ	ate sheet)			
Was there Mechanical Malfund (If yes, list the name of the part, many	tion/Failur	e? ☐ Yes ☑ No	S. Share, scrown, working		**************************************	Sarata Sarata	Total Time On Part	/Cycles	
NA							NA	Hours	
, NO						•	13/4	Cycles	
•							m		
							Time Since Inspected/0	This Part Overhauled	
							NA	Hours	
*				,					
FUEL & SERVICES INF	ORMATI	ON The state of th	A PROBLEM	4.4	建 模型 18.20	(Allegative)	· 1.	140	
Fuel on Board at Last Takeoff	Citalization	Fuel Type	o Make as to	A. A. tr. A. 1883.	EUTOMORIUS JOHN III SALE	Andrews of the second second	Principle Country () N. P.	A. 383035000000000000000000000000000000000	
(Convert from pounds, as necessary)		O 80/87	O 115/145) Jet B	O Other, specif	fy		
146	Gallons	O 100 Low Lead O 100/130	Jet AJet A-1	_	O JP8 O Automotive				
Other Services, if Any, Prior to	Departure		<u> </u>		J Tratomonivo	· · · · · · · · · · · · · · · · · · ·			
NA									
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						20-00/90/00/00/00 At 1 1 W			
EVACUATION OF AIRC	RAFT		The state of			開発利力だ			
Was an emergency evacuation	of the aircr	aft performed?	Yes 🛭	l No					
Method of Exit - Describe how	the occupan	ts exited and how many	y occupants e	evacuated	each location				
Normal exit occurred for both	crew mem	pers of N489DM follo	wing the ac	cident.					
•									
OTHER AIRCRAFT - CO	OLLISIO	(If air or ground co	llision occu	rred, com	plete this sect	ion for other al	rcraft)	1000 A 200 为100 是 200	
Aircraft Registration Number	Manufact	ırer:	,				Damage to Othe		
NA							☐ Destroyed ☐ Substantial	☐ Minor ☑ None	
Registered Owner of Other Air				Pilot of O	ther Aircraft		_ Substantial	Z Itolic	
Name:									
City:			(City:					
State:ZIP: _				State:					
Country:			_ (country: _					

ADDITIONAL INF	ORMATION (F	Please type or	print in ink)	Salation - F	13/46/14/1		Economic Contraction	
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Date of this Report		Operator:	-					-
10/6/2020 mm/dd/yyyy	Signature:	Check here to	electronically sign	this document				
If a Person Other tha	an Pilot/Operato	r is Filing		\cap		**		
					т	itle: Aviatio	n, Accident In	vestigator
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NTSB Accident/Incid	dent No. Rev	newed by NTS	B Regional Office		f Investigator		Date Rep	ort Received