



Aviation Investigation Final Report

Location:	Honolulu, Hawaii	Accident Number:	ANC23LA038
Date & Time:	May 21, 2023, 15:40 Local	Registration:	N745RH
Aircraft:	Aerospatiale AS350B2	Aircraft Damage:	Unknown
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot receiving instruction and instructor pilot completed a Part 135 recurrent training flight, which included, in part, autorotations, hovering autorotations, and sloping ground landings. A post-flight inspection revealed substantial damage to the tail boom that was consistent with a hard landing. The pilots reported that there were no preaccident mechanical malfunctions or failures with the helicopter 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 instructor pilot’s inadequate supervision of the pilot receiving instruction, which resulted in a hard landing, and substantial damage to the tail boom.

Findings

Aircraft	Rotorcraft tail boom - Capability exceeded
Personnel issues	Aircraft control - Instructor/check pilot

Factual Information

History of Flight

Autorotation	Hard landing (Defining event)
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 2 None	Last FAA Medical Exam:	September 29, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 3, 2023
Flight Time:	2595 hours (Total, all aircraft), 616 hours (Total, this make and model), 2530 hours (Pilot In Command, all aircraft), 93 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 23, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 23, 2023
Flight Time:	18100 hours (Total, all aircraft), 142 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 212 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerospatiale	Registration:	N745RH
Model/Series:	AS350B2	Aircraft Category:	Helicopter
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2047
Landing Gear Type:	Emergency float; Skid	Seats:	6
Date/Type of Last Inspection:	May 20, 2023 Condition	Certified Max Gross Wt.:	4961 lbs
Time Since Last Inspection:	4.2 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	15293.9 Hrs at time of accident	Engine Manufacturer:	Safran Turbomeca
ELT:	C126 installed, not activated	Engine Model/Series:	Arriel 1D1
Registered Owner:	UNITED HELICOPTER LEASING LLC	Rated Power:	712 Horsepower
Operator:	Novictor Aviation	Operating Certificate(s) Held:	On-demand air taxi (135), Commercial air tour (136)
Operator Does Business As:		Operator Designator Code:	2NVA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PHNL,6 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	277°
Lowest Cloud Condition:	Few / 2200 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI	Type of Flight Plan Filed:	Company VFR
Destination:	Honolulu, HI	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class B

Airport Information

Airport:	Daniel K. Inouye International Airport PHNL	Runway Surface Type:	
Airport Elevation:	13 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Unknown
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	21.320862,-157.9098

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Merritte Wilson; FAA; HI Robert Hall; FAA; Honolulu, HI
Original Publish Date:	October 20, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192262

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).