



Aviation Investigation Final Report

Location:	IRWINDALE, California	Accident Number:	LAX92LA362
Date & Time:	August 20, 1992, 15:15 Local	Registration:	N595H
Aircraft:	ENSTROM F28C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ACCORDING TO THE PILOT, HE WAS PRACTICING AUTOROTATIONS TO A FLOOD CONTROL BASIN AREA. ON THE MISHAP AUTOROTATION THE PILOT SAID HE MISJUDGED HIS FLARE AND LANDED HARD, BUCKLING THE TAIL BOOM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGMENT OF THE LANDING FLARE DURING A PRACTICE AUTOROTATION.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. AUTOROTATION - INITIATED - PILOT IN COMMAND
2. (C) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 1, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	992 hours (Total, all aircraft), 345 hours (Total, this make and model), 889 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N595H
Model/Series:	F28C F28C	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	372
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	July 27, 1992 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	7 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2806 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	H10-360-E1AD
Registered Owner:	THOMAS R. O'HARA	Rated Power:	205 Horsepower
Operator:	THOMAS R. O'HARA	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	40°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EL MONTE , CA (EMT)	Type of Flight Plan Filed:	None
Destination:	(EMT)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.089187,-117.960769(est)

Administrative Information

Investigator In Charge (IIC):	Rich, Jeff
Additional Participating Persons:	RICHARD SWANSON; LOS ANGELES , CA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27742

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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](#).