



Aviation Investigation Final Report

Location:	Hamilton, Alabama	Accident Number:	ATL02LA141
Date & Time:	July 11, 2002, 21:00 Local	Registration:	N911LH
Aircraft:	Hughes HU-269-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the flight instructor, the intent of the flight was to demonstrate emergency procedures. The flight instructor demonstrated several traffic patterns and approaches. The flight instructor stated that while demonstrating an autorotation he allowed the rotor rpm to deteriorate, the helicopter lost lift, and subsequently collided with the ground.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of flight controls that resulted in an improper flare and a hard landing during a practice autorotation. A factor was the loss of rotor rpm.

Findings

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

Findings

1. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. TERRAIN CONDITION - GROUND
3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. (C) FLARE - IMPROPER - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - SIMULATED
6. AUTOROTATION - INITIATED

Factual Information

On July 11, 2002, at 2100 central daylight time, a Hughes HU-269-A, N911LH, registered to Palmer Adam, and operated by the flight instructor, collided with the ground during autorotation, at the Marion Co-Fite Airport in Hamilton, Alabama. The instructional flight was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The flight instructor and student pilot reported no injuries, and the helicopter was substantially damaged. The flight departed Marion Co-Fite airport at 1810, on July 11, 2002.

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Examination of the wreckage found that the main rotor blades collided with the tailboom, and the tailboom and skids separated from the airframe. The pilot reported no mechanical problems with the helicopter prior to the accident.

Pilot Information

Certificate:	Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 21, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 18, 2001
Flight Time:	1400 hours (Total, all aircraft), 1000 hours (Total, this make and model), 1330 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N911LH
Model/Series:	HU-269-A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1270737
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	May 1, 2002 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	33.4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4845.5 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	HI0360BIA
Registered Owner:	Adam Palmer	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ANB,612 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.3 inches Hg	Temperature/Dew Point:	24°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hamilton, AL (HAB)	Type of Flight Plan Filed:	None
Destination:	Hamilton, AL (HAB)	Type of Clearance:	VFR
Departure Time:	18:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	Marrion County HAB	Runway Surface Type:	Asphalt
Airport Elevation:	442 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Practice
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.119167,-87.999725

Administrative Information

Investigator In Charge (IIC):	Wilson, Butch
Additional Participating Persons:	Mike Morgan; Federal Aviation Administration Birmingham FSDO; Birmingham, AL
Original Publish Date:	December 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55214

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