



# Aviation Investigation Final Report

<b>Location:</b>	Lumberton, New Jersey	<b>Accident Number:</b>	ERA14CA216
<b>Date &amp; Time:</b>	May 1, 2014, 11:11 Local	<b>Registration:</b>	N119HF
<b>Aircraft:</b>	AGUSTA AEROSPACE CORP AW119 MKII	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

According to the flight instructor, he gave the pilot under instruction (PUI) a simulated engine failure after takeoff when the helicopter reached approximately 50 knots. The PUI pulled the cyclic aft and increased collective. The flight instructor joined the PUI on the controls to prevent him from pulling too much collective and to lower the helicopter's nose to a level attitude. Both pilots were on the controls as the collective was increased to cushion the landing. The helicopter landed on the paved runway's centerline, and as it slid across what the pilots described as an uneven surface, it began to porpoise. The flight instructor lowered the collective to slow the slide and heard a noise, then the helicopter began vibrate and turned 220 degrees to the right before coming to a stop. During the slide, a main rotor blade cut off the tail boom. Neither pilot reported any preexisting mechanical anomalies 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 flightcrew's improper recovery from a simulated engine failure after takeoff. Contributing to the accident was the flight instructor's failure to clarify who had control of the helicopter.

## Findings

<b>Aircraft</b>	(general) - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Flight crew
<b>Personnel issues</b>	Lack of communication - Instructor/check pilot



## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Miscellaneous/other (Defining event)
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### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 30, 2013
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 30, 2013
<b>Flight Time:</b>	5319 hours (Total, all aircraft), 553 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Foreign; Private	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 22, 2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 13, 2014
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 6 hours (Total, this make and model), 75 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	AGUSTA AEROSPACE CORP	<b>Registration:</b>	N119HF
<b>Model/Series:</b>	AW119 MKII	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2008	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	14719
<b>Landing Gear Type:</b>	N/A; Skid	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	April 25, 2014 100 hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	29 Hrs	<b>Engines:</b>	2 Turbo shaft
<b>Airframe Total Time:</b>	1511 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W CANADA
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6B-37A
<b>Registered Owner:</b>	AGUSTAWESTLAND PHILADELPHIA CORP	<b>Rated Power:</b>	900 Horsepower
<b>Operator:</b>	AGUSTAWESTLAND PHILADELPHIA CORP	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	VAY,53 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	10:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 9000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.81 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Philadelphia, PA (PNE )	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Lumberton, NJ (VAY )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:25 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SOUTH JERSEY RGNL VAY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	52 ft msl	<b>Runway Surface Condition:</b>	Dry;Rough
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3881 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Simulated forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.938888,-74.840835(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cox, Paul
<b>Additional Participating Persons:</b>	Robert Drapala; FAA/FSDO; Philadelphia, PA
<b>Original Publish Date:</b>	June 18, 2014
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=89150">https://data.nts.gov/Docket?ProjectID=89150</a>

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