



Aviation Investigation Final Report

Location:	Grand Praire, Texas	Accident Number:	CEN14CA367
Date & Time:	July 15, 2014, 16:00 Local	Registration:	N350GP
Aircraft:	AMERICAN EUROCOPTER CORP AS350B3	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight was scheduled as recurrent training in helicopters; the foreign rated pilot was accompanied by a flight instructor, and an interpreter and observer who were seated in the back seats. After a series of maneuvers, the foreign pilot conducted a hovering autorotation, following directions from the flight instructor which were translated by the interpreter. During the autorotation, the helicopter yawed slightly right and settled to the ground. The instructor and observer noted that the landing did not feel that hard, but more like a firm or rough landing. The training flight continued with several other autorotations. During a post flight inspection of the helicopter, several wrinkles were found in the tail boom of the helicopter. Further examination of the helicopter revealed that the tail boom had sustained substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadequate supervision during a practice autorotation. Contributing to the accident was the pilot's hard landing during a practice autorotation.

Findings

Personnel issues	Monitoring other person - Instructor/check pilot
Personnel issues	Aircraft control - Pilot
Personnel issues	Qualification/certification - Pilot

Factual Information

History of Flight

Emergency descent	Simulated/training event
Autorotation	Hard landing (Defining event)
Landing-flare/touchdown	Hard landing

Flight instructor Information

Certificate:	Airline transport; Flight instructor	Age:	56
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 14, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7752 hours (Total, all aircraft), 192 hours (Total, this make and model), 7185 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Foreign	Age:	56
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN EUROCOPTER CORP	Registration:	N350GP
Model/Series:	AS350B3	Aircraft Category:	Helicopter
Year of Manufacture:	2012	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	7240
Landing Gear Type:	High skid	Seats:	
Date/Type of Last Inspection:	July 14, 2014 100 hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Turbo shaft
Airframe Total Time:	359 Hrs as of last inspection	Engine Manufacturer:	Turbomeca
ELT:	C126 installed	Engine Model/Series:	Arriel 2D
Registered Owner:	AIRBUS HELICOPTERS INC	Rated Power:	
Operator:	AIRBUS HELICOPTERS INC	Operating Certificate(s) Held:	None

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 / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	31°C / 16°C
Precipitation and Obscuration:			
Departure Point:	Grand Praire, TX (KGPM)	Type of Flight Plan Filed:	
Destination:	Grand Praire, TX (KGPM)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Grand Prairie Manicipal KGPM	Runway Surface Type:	
Airport Elevation:	588 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Simulated forced 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:	32.7,-97.048057

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Michael Buckner; FAA FSDO; Irving, TX
Original Publish Date:	September 24, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=89671

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