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Date: 09/24/2025

Subject: CEN25LA381

Contact: Joe Decapite
Manager of Flight Training
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Joe was asked some additional questions about the accident, and he provided the following information via an email message.

1. Just so I'm on the same page with terminology, this was a hover out of ground effect (OGE) autorotation that was being demonstrated, from a straight-in approach?

Correct, we only conduct HOGE autos utilizing a setup from a straight in profile to minimize potential of Vortex Ring State.

2. Was this the first hover OGE autorotation that the flight instructor performed that day? If not, what number was it?

This was the first HOGE auto for him that day.

3. What was the entry start altitude and start airspeed for the maneuver?

Entry altitude is 1200'MSL and 0 knots groundspeed. You will notice in the video he climbs outside of camera view and that is normal with the 505 as it has a high inertia rotor system causing NR to increase and reaction being increase collective to control NR causing aircraft to climb. This actually provides the pilot

even more time to execute auto as altitude increases. That is why he disappeared out of the video for short period of time.

4. What was the reason the flight instructor entered the maneuver late?

He is indicating he entered late because we have a course rules restriction to the north of a railroad track for noise abatement with housing to the north. This inhibits our ability to establish a long final for setup of the maneuver pushing you further down the runway, hence the "I entered the auto late and slowed the helicopter down to about 10-20 knots ground speed" comment.

5. How long has the flight instructor been working and instructing at the Bell Training Academy?

He was hired as a Bell instructor on 08/01/2016.

Joe was also asked for a copy of the Bell Training Academy flight risk assessment tool (FRAT) that the flight instructor completed before the training flight with the customer pilot. Joe reported the following information via an email message.

As we conducted our internal Just Culture Board, one of the shortfalls we identified is that the instructor failed to conduct his required FRAT. This has been addressed with said instructor, briefed to all our instructors to remind them of the requirements and Bell Safety is looking at ways we can improve this process.

*** Nothing Follows ***