



Aviation Investigation Final Report

Location:	Fort Worth, Texas	Accident Number:	CEN26LA065
Date & Time:	December 19, 2025, 08:25 Local	Registration:	N505TZ
Aircraft:	BELL HELICOPTER TEXTRON CANADA 505	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The company’s chief flight instructor reported that during a hydraulic system training maneuver, the pilot receiving instruction established too high of a sink rate, and the helicopter bounced upon touchdown. The helicopter then yawed to the right and bounced a second time before starting a slide towards the edge of the runway. The pilot receiving instruction attempted to correct by pushing the collective full down, however, the flight instructor realized that the helicopter would not come to a stop before exiting the runway and attempted to lift the helicopter back into the air. Before the helicopter could lift off, the left skid contacted the grass, the helicopter rolled to the left, and the main rotor contacted the ground. The helicopter then rolled to the right and came to rest on its right side. The helicopter sustained substantial damage to the main rotor system, tail rotor system, and tail boom. The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation. The chief flight instructor reported the accident could have been prevented if the flight instructor would have recognized the excessive rate of descent and made the necessary control inputs.

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 the approach and delayed remedial action, which resulted in a loss of control.

Findings

Personnel issues

Incorrect action performance - Student/instructed pilot

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing-flare/touchdown	Runway excursion
Landing-landing roll	Roll over

Pilot Information

Certificate:	Commercial	Age:	47, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 1, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	45, Male
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):	Helicopter; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 8, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 15, 2025
Flight Time:	2690 hours (Total, all aircraft), 88 hours (Total, this make and model), 1493 hours (Pilot In Command, all aircraft), 35 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:	BELL HELICOPTER TEXTRON CANADA	Registration:	N505TZ
Model/Series:	505	Aircraft Category:	Helicopter
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	65012
Landing Gear Type:	High skid	Seats:	5
Date/Type of Last Inspection:	December 9, 2025 100 hour	Certified Max Gross Wt.:	3680 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	2280 Hrs at time of accident	Engine Manufacturer:	TURBOMECA
ELT:	Installed, not activated	Engine Model/Series:	ARRIUS 2R
Registered Owner:	BELL TEXTRON INC	Rated Power:	505 Horsepower
Operator:	Bell Training Academy	Operating Certificate(s) Held:	Rotorcraft external load (133), Pilot school (141)
Operator Does Business As:		Operator Designator Code:	FW8S

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNFW,608 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	07:52 Local	Direction from Accident Site:	280°
Lowest Cloud Condition:	Few / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	2°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Worth, TX	Type of Flight Plan Filed:	None
Destination:	Fort Worth, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Bell South XS04	Runway Surface Type:	Asphalt
Airport Elevation:	473 ft msl	Runway Surface Condition:	Dry
Runway Used:	Lane 2	IFR Approach:	None
Runway Length/Width:	1600 ft / 65 ft	VFR Approach/Landing:	Simulated forced landing;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	32.7484,-97.320606(est)

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Lonnie McDaniel; FAA FSDO; TX
Original Publish Date:	April 16, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=202186

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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](#).