



National Transportation Safety Board Aviation Accident Final Report

Location:	WYLIE, TX	Accident Number:	FTW91LA138
Date & Time:	08/01/1991, 1245 CDT	Registration:	N23TV
Aircraft:	ROBINSON R22 BETA	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE STUDENT PILOT WAS OBSERVED FLYING HIS RENTED HELICOPTER AT A LOW ALTITUDE OVER A LAKE NEAR SEVERAL BOATERS. HE LANDED ON AN ISLAND TO CHECK ON A VIBRATION. AFTER TAKEOFF, THE HELICOPTER WAS MANEUVERED CLOSE TO THE WATER. THE SKIDS CONTACTED THE WATER AND THE HELICOPTER SANK. NO MECHANICAL MALFUNCTION WAS REPORTED. THE PILOT AND OWNER DID NOT REPORT THE ACCIDENT TO ANY FEDERAL AGENCY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN CLEARANCE WITH THE WATER. A FACTOR WAS THE PILOT'S OSTENTATIOUS DISPLAY.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	21, Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/31/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	84 hours (Total, all aircraft), 84 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON	Registration:	N23TV
Model/Series:	R22 BETA R22 BETA	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1366
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	07/26/1991, Annual	Certified Max Gross Wt.:	1370 lbs
Time Since Last Inspection:	29 Hours	Engines:	1 Reciprocating
Airframe Total Time:	926 Hours	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-320-B2C
Registered Owner:	HELI TEX INC.	Rated Power:	131 hp
Operator:	HELI TEX INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	35° C
Precipitation and Obscuration:			
Departure Point:	WILLS POINT, TX (76F)	Type of Flight Plan Filed:	None
Destination:	GARLAND, TX (NONE)	Type of Clearance:	None
Departure Time:	1220 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	OLLIE R WALL	Report Date:	03/24/1993
Additional Participating Persons:	OSCAR THOMAS; DALLAS, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).