



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	WYLIE, TX	<b>Accident Number:</b>	FTW91LA138
<b>Date &amp; Time:</b>	08/01/1991, 1245 CDT	<b>Registration:</b>	N23TV
<b>Aircraft:</b>	ROBINSON R22 BETA	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	21
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	84 hours (Total, all aircraft), 84 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON	<b>Registration:</b>	N23TV
<b>Model/Series:</b>	R22 BETA R22 BETA	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	HELI TEX INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-B2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Witness
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 180°
<b>Temperature:</b>	35° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	WILLS POINT, TX (76F)	<b>Destination:</b>	GARLAND, TX (NONE)

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	OLLIE R WALL	<b>Adopted Date:</b>	03/24/1993
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.