



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	VERO BEACH, FL	<b>Accident Number:</b>	MIA90LA076
<b>Date &amp; Time:</b>	03/02/1990, 1430 EST	<b>Registration:</b>	N58275
<b>Aircraft:</b>	HUGHES 300C	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

THE INSTRUCTOR PILOT AND THE RATED HELICOPTER PILOT WERE PRACTICING TOUCHDOWN AUTOROTATIONS. AFTER A LANDING AND GROUND SLIDE, THEY BOTH NOTED VIBRATIONS, THEN SHUT DOWN THE ENGINE AND EXITED THE HELICOPTER. THE MAIN ROTOR BLADES HAD STRUCK THE TAILBOOM AND SEVERED THE TAIL ROTOR DRIVESHAFT. THE WIND AT 1450 CST WAS FROM 140 DEG AT 16 GUSTING 22 KTS.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT IN COMMAND/INSTRUCTOR PILOT TO MAINTAIN ADEQUATE ROTOR RPM AFTER LANDING FROM A TOUCHDOWN AUTOROTATION. A FACTOR RELATED TO THE ACCIDENT WAS THE GUSTY WIND CONDITION.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: LANDING

### Findings

1. AUTOROTATION - PERFORMED
2. (F) WEATHER CONDITION - GUSTS
3. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND(CFI)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	22
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<b>Flight Time:</b>	650 hours (Total, all aircraft), 327 hours (Total, this make and model), 550 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N58275
Model/Series:	300C 300C	Engines:	1 Reciprocating
Operator:	FLIGHT SAFETY INT'L	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	HIO-360-D1A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VRB, 25 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	16 knots / 22 knots, 140°
Temperature:	24° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	(VRB)	Destination:	(VRB)

## Airport Information

Airport:	VERO BEACH (VRB)	Runway Surface Type:	Asphalt
Runway Used:	11L	Runway Surface Condition:	Dry
Runway Length/Width:	3504 ft / 75 ft		

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Adopted Date:	09/30/1991
Investigation Docket:	NTSB accident and incident docket 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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