



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ORLANDO, FL	<b>Accident Number:</b>	MIA89LA001
<b>Date &amp; Time:</b>	10/01/1988, 1030 EDT	<b>Registration:</b>	N2628B
<b>Aircraft:</b>	ROBINSON R22	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

WHILE PRACTICING HOVERING THE HELICOPTER BEGAN TO DRIFT. THE INSTRUCTOR PLT CORRECTED THIS & RETURNED CONTROL TO THE STUDENT PLT. THE HELICOPTER THEN BEGAN TO DESCEND & THE INSTRUCTOR PLT ATTEMPTED TO CORRECT THIS WITH COLLECTIVE, BUT THE STUDENT PLT APPLIED OPPOSITE COLLECTIVE INPUT. A SKID CAUGHT THE GROUND & THE HELICOPTER THEN EXPERIENCED DYNAMIC ROLLOVER. THE STUDENT HAD 7 HOURS OF TOTAL FLIGHT TIME.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. DESCENT - INITIATED - DUAL STUDENT
2. (C) CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
3. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: ROLL OVER  
Phase of Operation: HOVER

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Single-engine; Helicopter
<b>Flight Time:</b>	2700 hours (Total, all aircraft), 1760 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROBINSON	<b>Registration:</b>	N2628B
<b>Model/Series:</b>	R22 R22	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROTOR FLIGHT, 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>	MCO, 96 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 90°
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	RYBOLT RANCH (40X)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<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>	TIMOTHY W MONVILLE	<b>Adopted Date:</b>	12/03/1989
<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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