



National Transportation Safety Board Aviation Accident Data Summary

Location:	Fort Lauderdale, FL	Accident Number:	ATL03LA039
Date & Time:	02/01/2003, 0945 EST	Registration:	N528EE
Aircraft:	Robinson R22	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The private pilot was demonstrating a run on landing to the check pilot. The helicopter touched down in the sod area adjacent to runway 08 in a level attitude at or above effective translational lift. During the deceleration the left front skid contacted an unknown object which slowed the helicopter rapidly. The private pilot lunged forward in his seat and inadvertently moved the cyclic forward and to the left and increased collective pitch. The helicopter pivoted around the toe of the left skid and rolled over on its left side before he or the check pilot could take any corrective action. The private pilot stated the helicopter did not experience any mechanical failure or malfunction.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The private pilots improper use of flight controls during a run on landing resulting in a roll over.

Findings

Occurrence #1: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. TERRAIN CONDITION - GROUND
 2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	27
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	244 hours (Total, all aircraft), 117 hours (Total, this make and model), 159 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft)		

Check Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	62
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Balloon; Glider; Gyroplane; Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Helicopter; Instrument Airplane; Instrument Helicopter
Flight Time:	21500 hours (Total, all aircraft), 5000 hours (Total, this make and model), 21000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Robinson	Registration:	N528EE
Model/Series:	R22	Engines:	1 Reciprocating
Operator:	Heliflight	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-B2C
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:	FXE, 14 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 340°
Temperature:	19° C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Fort Lauderdale, FL (FXE)	Destination:	

Airport Information

Airport:	Fort Lauderdale Executive (FXE)	Runway Surface Type:	Unknown
Runway Used:		Runway Surface Condition:	Dry
Runway Length/Width:			

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:	26.197222, -80.170556		

Administrative Information

Investigator In Charge (IIC): Carrol A Smith

Adopted Date: 05/30/2003

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 pubinq@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.