



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Prescott, AZ	<b>Accident Number:</b>	LAX08CA126
<b>Date &amp; Time:</b>	05/01/2008, 1830 MST	<b>Registration:</b>	N331MD
<b>Aircraft:</b>	Robinson R22 Beta II	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

This was the certificated flight instructor's (CFI) first instructional flight with this new primary student. They did a preflight inspection of the helicopter together, and departed for the practice area. Once the student had a general understanding of the controls, they did an approach to a point on the ground that terminated in a hover. The CFI was letting the student manipulate the controls more and more during the hover. The CFI positioned the helicopter for a slight right quartering headwind to compensate for translating tendencies. During hover, the helicopter exhibited a pendulum oscillation that is common for new students learning to hover. During one of the right lateral oscillations, the helicopter unexpectedly lost altitude. The right skid contacted the ground, and the helicopter rolled onto its right side. Within seconds, it caught on fire. Both pilots exited immediately. The CFI stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

## Flight Events

Maneuvering-hover - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The instructor's inadequate supervision and delayed remedial action that resulted in ground contact and a rollover.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Not attained/maintained

Personnel issues-Action/decision-Action-Delayed action-Pilot - C

Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Pilot - C

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	32
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter; Instrument Helicopter
<b>Flight Time:</b>	992 hours (Total, all aircraft), 659 hours (Total, this make and model), 183 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft)		

## Student 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>	41 hours (Total, all aircraft), 0 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Robinson	<b>Registration:</b>	N331MD
<b>Model/Series:</b>	R22 Beta II	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Guidance Helicopters, Inc.	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-360-J2A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PRC, 5045 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	12 knots, 350°
<b>Temperature:</b>	16°C / -21°C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Prescott, AZ (PRC)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Howard D Plagens	<b>Adopted Date:</b>	06/30/2008
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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