



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chicago, IL	Accident Number:	CEN14CA017
Date & Time:	10/02/2013, 1715 CDT	Registration:	N554SA
Aircraft:	ROBINSON R22 - BETA	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The student pilot stated they had been practicing hovering for about 30 minutes, and were about two feet above the ground. He recalled that he was "controlling the cyclic and maybe the collective, but not the pedals." The flight instructor thought they were three to five feet above the ground. The helicopter experienced a pendular motion and began traveling backwards and to the right. The right skid made contact with the ground, which resulted in the tail impacting the ground and the helicopter rolling onto its side. The helicopter sustained substantial damage to the tail rotor.

Flight Events

Prior to flight - Miscellaneous/other
Maneuvering-hover - Loss of control in flight
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 flight instructor's failure to take remedial action in a timely manner.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Not attained/maintained
Personnel issues-Action/decision-Action-Lack of action-Instructor/check pilot - C

Student Pilot Information

Certificate:	Student	Age:	45
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	3 hours (Total, all aircraft), 3 hours (Total, this make and model)		

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	28
Airplane Rating(s):	None	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Helicopter
Flight Time:	(Estimated) 507 hours (Total, all aircraft), 242 hours (Total, this make and model), 44 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	ROBINSON	Registration:	N554SA
Model/Series:	R22 - BETA BETA	Engines:	1 Unknown
Operator:	Sun Aero Helicopters INC	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	TSIO-520 SER
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	IGQ, 620 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	7 knots, 10°
Temperature:	22° C / 8° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Chicago, IL (IGQ)	Destination:	Chicago, IL (IGQ)

Airport Information

Airport:	LANSING MUNI (IGQ)	Runway Surface Type:	Asphalt
Runway Used:	N/A	Runway Surface Condition:	Unknown
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

Administrative Information

Investigator In Charge (IIC):	Daniel Baker	Adopted Date:	02/04/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88293		

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.