



# Aviation Investigation Final Report

<b>Location:</b>	TAMPA, Florida	<b>Accident Number:</b>	MIA85LA133
<b>Date &amp; Time:</b>	March 26, 1985, 10:15 Local	<b>Registration:</b>	N58208
<b>Aircraft:</b>	HUGHES 269C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE INSTRUCTOR PLT (CFI) REPORTED THAT WHILE PRACTICING A TAXI/HOVER AUTOROTATION, THE HELICOPTER SETTLED ONTO A SOFT AREA IN THE TURF. HE REPORTED THAT THE STUDENT OVER-CONTROLLED WITH RIGHT ANTI-TORQUE PEDAL & THE HELICOPTER SETTLED IN A LEFT SKID. THE CFI WAS UNABLE TO OVERPOWER THE STUDENT WHILE ATTEMPTING REMEDIAL ACTION. AFTER TOUCHDOWN, THE LEFT SKID SANK IN THE SOFT TERRAIN & THE HELICOPTER ROLLED OVER.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. AUTOROTATION - PERFORMED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (C) TAIL ROTOR/ANTI-TORQUE CONTROL - IMPROPER USE OF - DUAL STUDENT
5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
6. (C) RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT

7. DIRECTIONAL CONTROL - NOT MAINTAINED

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Occurrence #2: ROLL OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. (F) TERRAIN CONDITION - SOFT

9. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND(CFI)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 18, 1984
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4070 hours (Total, all aircraft), 2605 hours (Total, this make and model), 4010 hours (Pilot In Command, all aircraft), 273 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HUGHES	<b>Registration:</b>	N58208
<b>Model/Series:</b>	269C 269C	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	390780
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	March 10, 1985 Annual	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3793 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	HIO-360-D1A
<b>Registered Owner:</b>	ANDREW SPADA	<b>Rated Power:</b>	190 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TPA ,8 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	PETER O KNIGHT TPF	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	7 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Simulated forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	27.950794,-82.480636(est)

## Administrative Information

**Investigator In Charge (IIC):** Hill, Bruce

**Additional Participating Persons:** ROBERT SIMMONS; CLEARWATER

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=31378>

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