



Aviation Investigation Final Report

Location:	MIAMI, Florida	Accident Number:	MIA86LA031
Date & Time:	November 22, 1985, 09:15 Local	Registration:	N86229
Aircraft:	ENSTROM F-28F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED HE FELT THE ENG RPM DECREASE, SO HE OPENED UP THE THROTTLE AND LOWERED THE COLLECTIVE. WHEN THESE ACTIONS DID NOT PRODUCE THE DESIRED RPM HE TRIED TO LAND IN A PLOWED FLD, THE SKIDS DUG IN THE SOFT DIRT AND CAUSED THE HELICOPTER TO ROLL OVER. EXAMINATION OF THE ENG DISCLOSED NO EVIDENCE OF A PRE-IMPACT MALFUNCTION OF FAILURE. HOWEVER, THE ROTOR SYSTEM WAS NOT CHECKED. NO DETERMINATION WAS MADE AS TO THE REASON FOR THE LOSS OF RPM.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings

2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3: ROLL OVER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - ROUGH/UNEVEN

4. RUN ON LANDING - ATTEMPTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 21, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9695 hours (Total, all aircraft), 24 hours (Total, this make and model), 6718 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N86229
Model/Series:	F-28F F-28F	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	723
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	October 10, 1985 100 hour	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	93 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1293 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	H10-360-F1AD
Registered Owner:	BURNSIDE-OTT AVIATION TRAINING	Rated Power:	225 Horsepower
Operator:	ALFRED M. GORE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MIA ,10 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Scattered / 2500 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(TMB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:		Runway Surface Type:	Dirt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	25.650058,-80.4095(est)

Administrative Information

Investigator In Charge (IIC): Rojas, Max

Additional Participating Persons: MICHAEL THOMAS; MIAMI , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=31548>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).