



Aviation Investigation Final Report

Location:	MIAMI, Florida	Accident Number:	MIA86LA117
Date & Time:	April 8, 1986, 11:30 Local	Registration:	N428FH
Aircraft:	FAIRCHILD HILLER 1100	FH-	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE STUDENT PLT WAS ON A SUPERVISED SOLO FLT & WAS HOVERING. THE HELICOPTER WAS SEEN TO WOBBLE, ROLL TO THE RIGHT & CRASH TO THE GROUND. THE OWNER OF THE HELICOPTER STATED THAT HE HAD FLOWN THE ACFT JUST PRIOR TO THE ACCIDENT & THE ACFT PERFORMED NORMALLY. FLT CHARACTERISTICS OF THE HELICOPTER HAVE BEEN DESCRIBED AS SENSITIVE.

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: HOVER

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) INADEQUATE TRAINING - PILOT IN COMMAND
3. (C) REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
4. (F) INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	November 9, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	309 hours (Total, all aircraft), 9 hours (Total, this make and model), 197 hours (Pilot In Command, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD HILLER	Registration:	N428FH
Model/Series:	FH-1100 FH-1100	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	131
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2530 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:		Engine Manufacturer:	ALLISON
ELT:	Not installed	Engine Model/Series:	250-C18
Registered Owner:		Rated Power:	274 Horsepower
Operator:	CRAIG ENTERPRISES, INC.	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:	TMB ,9 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	11:48 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MIAMI , FL (TMB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	25.599191,-80.510375(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31598>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).