



Aviation Investigation Final Report

Location:	GROTON, Connecticut	Accident Number:	NYC85LA208
Date & Time:	August 12, 1985, 15:30 Local	Registration:	N8623X
Aircraft:	ENSTROM F-28F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

ENSTROM F28F, N8623X WAS PERFORMING AUTO ROTATION AT GROTON-NEW LONDON, CONNECTICUT WHEN A LOSS OF POWER WAS EXPERIENCED, THE STUDENT PILOT WAS AT THE CONTROLS AND ENTERED AUTO ROTATION WITH THE UNDERSTANDING THAT IT WOULD TERMINATE IN A POWER RECOVERY. AFTER THE FLARE WITH THE SKIDS LEVEL AND DIRECTIONAL CONTROL BEING THE MAINTAINED, COLLECTIVE PITCH WAS APPLIED, AN INCREASE IN RPM WAS OBSERVED. THEN A RAPID DECREASE IN RPM OCCURRED. THE INSTRUCTOR PILOT TOOK OVER IN AN ATTEMPT TO LAND ACFT STRAIGHT AHEAD. AT TOUCHDOWN THE HELICOPTER VEERED LEFT. THE SKIDS FAILED IN AN OUTWARD DIRECTION AND THE MAIN ROTOR STRUCK THE GROUND.

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: LANDING

Findings

1. (F) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING

Findings

2. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) LANDING GEAR, SKID ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	23,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 2, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2048 hours (Total, all aircraft), 118 hours (Total, this make and model), 1881 hours (Pilot In Command, all aircraft), 224 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ENSTROM	Registration:	N8623X
Model/Series:	F-28F F-28F	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	731
Landing Gear Type:	Ski/wheel	Seats:	3
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	95 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	395 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	H10-360-F-1AD
Registered Owner:	FOUR WATER LEASING, INC.	Rated Power:	225 Horsepower
Operator:		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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MADISON , CT (N04)	Type of Flight Plan Filed:	None
Destination:	GROTON , CT (GON)	Type of Clearance:	None
Departure Time:	15:10 Local	Type of Airspace:	Class G

Airport Information

Airport:	GROTON	Runway Surface Type:	
Airport Elevation:	10 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Lewis, Frandes

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=35943>

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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](#).