



Aviation Investigation Final Report

Location:	Immokalee, Florida	Accident Number:	ERA23LA350
Date & Time:	August 26, 2023, 11:45 Local	Registration:	N4147Q
Aircraft:	ROBINSON HELICOPTER R44	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor stated that the accident flight was an introductory flight for a new student pilot. He stated that during an introductory flight, it was normal for a student pilot to take the cyclic control and get familiar with the “feel” of the helicopter. During the accident pilot, the student pilot hovered the helicopter at 10 ft above ground level for about 10 minutes with no anomalies, then suddenly, the student pilot pushed the cyclic forward and to the right “very fast.” The flight instructor could not regain control before the main rotor contacted the ground. The helicopter rolled to the right and came to rest on its right side, sustaining substantial damage to the main rotor mast, tail rotor, and fuselage. The flight instructor stated there were no preimpact mechanical malfunctions or failures of the helicopter that would have precluded normal operation.

Probable Cause and Findings

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

The flight instructor’s inadequate supervision of the student pilot during hover flight, which resulted in main rotor blade contact with the ground after the student pilot applied a sudden control input.

Findings

Personnel issues	Monitoring other person - Instructor/check pilot
Aircraft	Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Maneuvering-hover	Loss of control in flight (Defining event)
-------------------	--

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	47,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	Helicopter	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 10, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 1, 2023
Flight Time:	3383 hours (Total, all aircraft), 3100 hours (Total, this make and model), 3328 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1.5 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	None	Age:	
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROBINSON HELICOPTER	Registration:	N4147Q
Model/Series:	R44 NO SERIES	Aircraft Category:	Helicopter
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1844
Landing Gear Type:	Skid	Seats:	4
Date/Type of Last Inspection:	June 29, 2023 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2000 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-540
Registered Owner:	AIRMAN HELICOPTER INC	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RSW,27 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	289°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Immokalee, FL	Type of Flight Plan Filed:	None
Destination:	Immokalee, FL	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	IMMOKALEE RGNL IMM	Runway Surface Type:	Asphalt
Airport Elevation:	37 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4550 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	26.429063,-81.40478

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Juan Garcia; FAA/FSDO; Miramar, FL
Original Publish Date:	November 9, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=192947

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](#).