



**National Transportation Safety Board
Factual Data Collection Report of Accident**

MIA05CA002

Aircraft Reg No: N220CK
Most Critical Injury: Minor

Location/Time

Nearest City/Place: Pompano Beach, FL
Occurrence Date: 10/02/2004
Occurrence Time: 1630 EDT

Flight Itinerary

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight

Aircraft Information

Type of Aircraft: Helicopter (not Homebuilt)
Make/Model: Robinson / R-22
Serial Number: 3067
Landing Gear: Skid
Engine Type: Reciprocating
Engine Make/Model: Lycoming / O-360-J2A
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Helicopters of America
Operator of Aircraft: Helicopters of America
Operator Address: Pompano Beach, FL
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Flight Instructor; Commercial; Helicopter

Flight Time (Hours)

Instrument Ratings: Helicopter
Medical Cert: Class 2
Date of Last Med. Exam: 02/2004

Total All Aircraft: 1560
Total Make/Model: 1150

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	2
Pass	0	0	0

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

On October 2, 2004, about 1630 eastern daylight time, a Robinson R-22 helicopter, N220CK, registered to and operated by Helicopters of America, as a Title 14 CFR Part 91 instructional flight, made a hard landing at Pompano Beach Airpark, Pompano Beach, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated flight instructor and student received minor injuries, and the helicopter incurred substantial damage. The flight originated at Pompano Beach, Florida, the same day, about 1625.

The flight instructor stated that he and his student had been flying for about an hour prior to the accident. He further stated that they were on their fourth or fifth autorotation, and it looked as if they were going to overshoot the spot of intended landing, so they performed some "S" turns, and initiated a flare. He said during the flare the helicopter continued to descend, and it impacted the ground on the rear of the skids, severing the tail boom.