



Aviation Investigation Factual Report

Location:	Robinson, Texas	Accident Number:	FTW03CA146
Date & Time:	May 12, 2003, 07:30 Local	Registration:	N4205D
Aircraft:	Bell 47G-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On May 12, 2003, approximately 0730 central daylight time, a Bell 47G-4 single-engine helicopter, N4205D, sustained substantial damage during a dynamic rollover after the tail rotor impacted the terrain while maneuvering near Robinson, Texas. The private pilot, who was the sole occupant and registered owner of the helicopter, sustained minor injuries. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight originated from the pilot's residence approximately 0715.

According to the pilot, he departed his residence and flew to a designated local practice area to practice autorotations, slope landings, and quick stop maneuvers. While performing a quick stop maneuver, the tail rotor contacted the ground, and the helicopter started to move to the right. The pilot stated that he "possibly overcorrected to the left, and the helicopter rolled over on its left side." The pilot reported that both tail rotor blades were bent, the main rotor blades were damaged, and the left skid was separated. The pilot did not find any evidence of a tail rotor strike on the ground. The pilot had accumulated approximately 132 hours in rotorcraft and 87 hours in the accident helicopter make and model.

Pilot Information

Certificate:	Commercial	Age:	50,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	February 13, 2002
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2713 hours (Total, all aircraft), 87 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N4205D
Model/Series:	47G-4	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3374
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	VO-435
Registered Owner:	Earl L. Haberman, Jr.	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Robinson, TX	Type of Flight Plan Filed:	None
Destination:	Waco, TX	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	31.501943,-97.080833

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Curt F Mahaffey; Federal Aviation Administration; Fort Worth, TX
Report Date:	August 19, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=56965

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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](#).