



Aviation Investigation Final Report

Location:	WHEELER, Illinois	Accident Number:	CHI83LA292
Date & Time:	July 4, 1983, 20:45 Local	Registration:	N7069J
Aircraft:	BELL 47G-4A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PLT REPORTED THAT WHILE HE WAS RETURNING FOR ANOTHER LOAD OF CHEMICALS, THE ENG MISSED A COUPLE OF TIMES, THEN SMOOTHED OUT FOR ABOUT 1 MIN. AFTER THAT, THE ENG MISSED AGAIN, THEN QUIT WHILE THE HELICOPTER WAS AT APRX 150 FT AGL. THE PLT CHOSE TO CLEAR OVER CORN & LAND IN A BEAN FIELD. WHILE CLEARING THE CORN, HIS ROTOR RPM DECAYED, THE HELICOPTER LANDED HARD & THE MAIN ROTOR BLADES HIT THE TAIL BOOM. ABOUT 1 PINT OF WATER WAS FOUND IN THE FUEL TANK SUMPS & RUST WAS FOUND IN THE FUEL VALVE.

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(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) FLUID,FUEL - WATER
3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING

Findings

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	April 12, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5175 hours (Total, all aircraft), 5000 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N7069J
Model/Series:	47G-4A 47G-4A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	7737
Landing Gear Type:	Float	Seats:	3
Date/Type of Last Inspection:	April 21, 1983 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-B1B3
Registered Owner:	ROWCO, INC.	Rated Power:	280 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	31°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		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:	Vegetation
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

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:	39.040931,-88.309303(est)

Administrative Information

Investigator In Charge (IIC): Rathke jr., Fred

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12243>

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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](#).