



Aviation Investigation Final Report

Location:	TEXARKANA, Texas	Accident Number:	FTW92LA026
Date & Time:	November 24, 1991, 16:15 Local	Registration:	N8134J
Aircraft:	BELL 47G3B2A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE 25 HOUR HELICOPTER STUDENT PILOT, ON AN ENDORSED SOLO FLIGHT, LANDED IN AN OPEN FIELD ADJACENT TO HIS SON'S HOUSE. HIS TWO ADOLESCENT GRANDCHILDREN BOARDED THE HELICOPTER TO GO FOR A FLIGHT. AS THE HELICOPTER SETTLED WHILE PASSING THROUGH EFFECTIVE TRANSLATIONAL LIFT, THE PILOT FAILED TO MAINTAIN TERRAIN CLEARANCE AND THE RIGHT SKID IMPACTED THE SOFT GROUND RESULTING IN A LOSS OF CONTROL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN PROPER TERRAIN CLEARANCE DURING TAKEOFF. A FACTOR WAS HIS LACK OF TOTAL EXPERIENCE IN HELICOPTERS.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings

1. TERRAIN CONDITION - GRASS
2. TERRAIN CONDITION - SOFT
3. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Private	Age:	50, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 22, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	233 hours (Total, all aircraft), 25 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N8134J
Model/Series:	47G3B2A 47G3B2A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	6835
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	March 21, 1991 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	77 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6632 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TVO-435-F1A
Registered Owner:	WILE.T.P., INC.	Rated Power:	250 Horsepower
Operator:	WILLIAM T. RUSHIN@GS	Operating Certificate(s) Held:	None
Operator Does Business As:	E.T.P., INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TXK ,389 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	310°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ATLANTA , TX (NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:55 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	JOHN B COX; DALLAS , TX
Original Publish Date:	April 23, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=18409

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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](#).