



Aviation Investigation Final Report

Location:	CATARINA, Texas	Accident Number:	FTW84LA445
Date & Time:	September 27, 1983, 15:00 Local	Registration:	N79195
Aircraft:	BELL 47G4A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE HELICOPTER COLLIDED WITH THE PLATFORM ON A TRAILER DURING A PRACTICE LANDING. THE PLT WAS NOT SATISFIED WITH THE ACFT POSITION ON THE PLATFORM AND IN ATTEMPTING TO RE-POSITION THE HELICOPTER ROCKED AND HIT THE TAIL ROTOR AGAINST THE TRAILER. LOST OF ANTI-TORQUE CONTROL CAUSED THE ACFT TO TOUCH DOWN IN A DOWNWIND YAW AND COLLAPSED THE RIGHT LANDING SKID. THE ACFT ROLLED OVER TO THE RIGHT AND BURNED. THE WIND WAS FROM 100 DEGREES AT 10 KTS GUSTING TO 20 KTS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) OBJECT - VEHICLE
2. (C) COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: ROLL OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 16, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10772 hours (Total, all aircraft), 57 hours (Total, this make and model), 50 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N79195
Model/Series:	47G4A 47G4A	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	7568
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	August 29, 1983 100 hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7337 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540-B1B3
Registered Owner:	SABRE HELICOPTERS INC.	Rated Power:	
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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	31°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
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:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	28.34906,-99.610031 (est)

Administrative Information

Investigator In Charge (IIC): Edwards, Armond

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21485>

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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](#).