



Aviation Investigation Final Report

Location:	HOUMA, Louisiana	Accident Number:	FTW90DRD11
Date & Time:	June 5, 1990, 18:00 Local	Registration:	N73241
Aircraft:	BELL 47G3-B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE HELICOPTER WAS BEING LANDED NEAR AN ALLIGATOR'S NEST, NEAR A LAKE. THE PILOT SAID THAT THE HELICOPTER FAILED TO RESPOND TO COLLECTIVE PITCH INPUTS DURING THE LANDING. HE SAID HE THEN TRIED TO MAKE A SLIDE-ON-LANDING INTO THE WATER BUT THE REAR PORTION OF THE FIXED FLOTATION GEAR IMPACTED A LEVEE, AND THE HELICOPTER ROLLED OVER FORWARD, AND SETTLED UPSIDE DOWN IN THE LAKE. NO PRE-IMPACT PROBLEMS WERE FOUND WITH THE FLIGHT CONTROLS.

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 ROTOR RPM AND AN EXCESSIVE SINK RATE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH

Findings

1. (C) PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
2. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 17, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 2900 hours (Total, this make and model), 4900 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 160 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N73241
Model/Series:	47G3-B 47G3-B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	2773
Landing Gear Type:	Float	Seats:	3
Date/Type of Last Inspection:	November 4, 1989 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7719 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	TVO-435-B1A
Registered Owner:	DANECO, INC.	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:	Clear	Visibility	8 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	NONE	Runway Surface Type:	Water
Airport Elevation:	0 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.569213,-90.699295(est)

Administrative Information

Investigator In Charge (IIC): Smith, Joseph

Additional Participating Persons:

Original Publish Date: October 2, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=22987>

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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](#).