



Aviation Investigation Final Report

Location:	ROLLING FORK, Mississippi	Accident Number:	MIA87LA145
Date & Time:	April 25, 1987, 10:13 Local	Registration:	N202CH
Aircraft:	BELL 47G-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE LANDING DOWNWIND, AT AN ALT OF APRX 20 FEET, THE HELICOPTER BEGAN TO SETTLE WITH POWER. THE PILOT THEN ATTEMPTED TO STOP THE DESCENT, HOWEVER, BECAUSE OF INSUFFICIENT ALT & AIRSPEED, WAS UNABLE. THE HELICOPTER THEN LANDED HARD, ROLLED OVER, AFTER WHICH, THE MAIN ROTOR BLADES STOPPED ROTATING AFTER CONTACT WITH THE GROUND.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND
4. (C) WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
5. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

- 6. (C) DESCENT - UNCONTROLLED - PILOT IN COMMAND
- 7. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #3: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 21, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8850 hours (Total, all aircraft), 38 hours (Total, this make and model), 8665 hours (Pilot In Command, all aircraft), 56 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N202CH
Model/Series:	47G-2 47G-2	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	301
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	October 14, 1986 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	62 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7822 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	V0-435-A1E
Registered Owner:	BILLS AIR SERVICE	Rated Power:	260 Horsepower
Operator:	BILLS AIR SERVICE	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:	MLU ,79 ft msl	Distance from Accident Site:	67 Nautical Miles
Observation Time:	09:57 Local	Direction from Accident Site:	249°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 9°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROLLANG RFK	Runway Surface Type:	Grass/turf
Airport Elevation:	110 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

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:	32.900856,-90.86975(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: April 25, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31902>

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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](#).