



Aviation Investigation Final Report

Location:	BIDDEFORD, Maine	Accident Number:	NYC88LA214
Date & Time:	August 11, 1988, 10:30 Local	Registration:	N14861
Aircraft:	BELL 47G5	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

THE HELICOPTER MADE AN APPROACH TO A LOW HOVER ABOVE A HARD SURFACED RWY. THE HELICOPTER WAS SLOWLY AIR TAXIING WHEN THE PLT FELT THE HELICOPTER BECOME UNSTABLE DIRECTIONALLY AND HE CONSIDERED MAKING A RUN-ON LANDING. HOWEVER, BEFORE HE COULD MAKE THE LANDING THE PILOT SAID 'THE NOSE STARTED GOING TO THE RIGHT VERY QUICKLY AND I ATTEMPTED TO ACCELERATE CAREFULLY FORWARD WHICH DIDN'T WORK'. THE AIRCRAFT RAPIDLY WENT THROUGH ABOUT 360 DEG OF TURN BEFORE STRIKING THE GROUND IN A LEVEL ATTITUDE. THE TEMP AT THE TIME OF THE ACFT WAS 90 DEG F RESULTING IN A DENSITY ALT OF 2200 FT.

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: TAXI - AERIAL

Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 29, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 430 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N14861
Model/Series:	47G5 47G5	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25089
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	August 8, 1988 100 hour	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3236 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	VO-435-B1A
Registered Owner:	MAINE HELICOPTER, INC	Rated Power:	265 Horsepower
Operator:	MAINE HELICOPTERS	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	Z1FL

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	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	32°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	PORTLAND , ME (PWM)	Type of Flight Plan Filed:	None
Destination:	(B1D)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	BIDDEFORD B19	Runway Surface Type:	Asphalt
Airport Elevation:	162 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	ED JOHNSON; PORTLAND , ME
Original Publish Date:	November 24, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=36210

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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](#).