



Aviation Investigation Final Report

Location:	MONETTE, Arkansas	Accident Number:	FTW98LA371
Date & Time:	August 17, 1998, 11:00 Local	Registration:	N2795A
Aircraft:	Bell 47G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight was intended to be a solo training flight in the recently acquired helicopter. In a telephone interview, the 9,000 hour commercial pilot [mostly single engine airplane] reported that he lost control of the helicopter while trying to takeoff. He stated that the helicopter rolled to the right upon lift off. While he was trying to correct, the aircraft continued to roll and the main rotor blades contacted the ground. Both main rotor blades fractured and the tail boom was severed. The pilot had a total of 30 hours of flight time in helicopters and about 10 hours in this model. He possessed a valid student endorsement for helicopters. Several attempts were made to obtain NTSB Form 6120.1/2, Pilot/Operator Report. As of the date of this report, Form 6120.1/2 has not been received.

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 control. A factor was his lack of total flight experience in helicopters.

Findings

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

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. (F) LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ROLL OVER
Phase of Operation: TAKEOFF

Factual Information

On August 17, 1998, approximately 1100 central daylight time, a Bell 47G helicopter, N2795A, owned and operated by the pilot, was substantially damaged following a loss of control during takeoff from a private ranch near Monette, Arkansas. The commercial rated (airplane) pilot, who held a student certificate for helicopters, was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the Title 14 CFR Part 91 solo instructional flight. The flight was intended to be a solo training flight for the pilot in the recently acquired helicopter.

In a telephone interview with the NTSB investigator-in-charge, the pilot reported that he lost control of the helicopter while trying to takeoff. He stated that the helicopter rolled to the right upon lift off. While he was trying to correct, the aircraft continued to roll and the main rotor blades contacted the ground. Both main rotor blades fractured and the tail boom was severed during the event.

According to an FAA inspector, who is the Principle Operations Inspector (POI) for the pilot's agriculture spraying business, the pilot had a great deal of experience in flying single engine airplanes. The pilot recently acquired the helicopter to learn how to fly it and use it for aerial application. The POI estimated that the pilot had about 30 hours of flight time in helicopters and about 10 solo hours in this model. He also stated that the pilot had a student endorsement to fly the helicopter and was teaching himself to fly.

Several attempts were made to obtain NTSB Form 6120.1/2, Pilot/Operator Report. As of the date of this report, Form 6120.1/2 has not been received.

Pilot Information

Certificate:	Commercial	Age:	44, 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 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9000 hours (Total, all aircraft), 30 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N2795A
Model/Series:	47G 47G	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Restricted (Special)	Serial Number:	471
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9413 Hrs	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-A1A
Registered Owner:	TERRY SPIKES	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	SPIKES FLYING SERVICE	Operator Designator Code:	TS7G

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JBR ,262 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°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:	11:00 Local	Type of Airspace:	Class G

Airport Information

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

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:	35.889858,-90.339859(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	HARRY KIFER; LITTLE ROCK , AR
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=43857

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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](#).