



Aviation Investigation Final Report

Location:	N. GREENVILLE, Florida	Accident Number:	MIA82DA133
Date & Time:	June 10, 1982, 19:30 Local	Registration:	N1151W
Aircraft:	BELL 47G-4	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

THE PILOT TOOK OFF AT ABOUT 1922 TO DISPENSE A NON-TOXIC LIQUID CHEMICAL AND FERTILIZER ON A NEARBY MELON FIELD. AFTER ONE NORMAL SWATH RUN ON A NORTHERLY HEADING, HE PULLED UP AND BEGAN A PROCEDURE TURN TO THE LEFT (WEST). HE STATED THE AFTERNOON SUN DISTRACTED HIS ATTENTION FROM THE ROTOR AND ENGINE RPM AT THE TOP OF THE TURN. DURING REENTRY TO THE FIELD AT THE BOTTOM OF THE DESCENDING TURN, HE INITIATED A FLARE, BUT WAS UNABLE TO AVOID GROUND CONTACT. THE PILOT STATED THAT HE DID NOT EXPERIENCE ANY MECHANICAL FAILURE OR MALFUNCTION PRIOR TO THE ACCIDENT.

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 TERRAIN/WATER
Phase of Operation: MANEUVERING - AERIAL APPLICATION

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (C) ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 24, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1569 hours (Total, all aircraft), 69 hours (Total, this make and model), 1325 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N1151W
Model/Series:	47G-4 47G-4	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	3328
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	56 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3080 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	VO-540
Registered Owner:	STEPHEN R. STOUT	Rated Power:	260 Horsepower
Operator:	STEPHEN R. STOUT	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:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	90°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	N. GREENVILLE , FL	Type of Flight Plan Filed:	None
Destination:	N. GREENVILLE , FL	Type of Clearance:	None
Departure Time:	19:22 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.45914,-83.629638(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 10, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71813>

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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](#).