



Aviation Investigation Final Report

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|--------------------------------|------------------------------|-------------------------|-------------|
| Location: | PALO, Iowa | Accident Number: | MKC82DA159 |
| Date & Time: | August 27, 1982, 09:15 Local | Registration: | N12412 |
| Aircraft: | BELL 47G-2 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 137: Agricultural | | |

Analysis

THE PILOT REPORTED THAT DURING FLIGHT AT ABOUT 300 FT AGL, THE ENGINE SPUTTERED AND LOST POWER. HE ENTERED AN AUTOROTATION, TURNED INTO THE WIND, AND LANDED IN A BEAN FIELD. AS THE AIRCRAFT DESCENDED INTO THE BEANS, THE SPRAY BOOM BECAME ENTANGLED IN THE VINES WHICH PULLED THE NOSE DOWN. THE IMPACT FLEXED THE TAIL BOOM UP INTO THE PATH OF THE MAIN ROTOR BLADES WHICH SEVERED THE BOOM. THE PILOT REPORTED THAT WATER WAS FOUND IN THE CARBURETOR.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: DESCENT

Findings

1. (C) FLUID,FUEL - WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

| | | | |
|----------------------------------|--|--|-------------------|
| Certificate: | Commercial; Flight instructor | Age: | 39, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | Helicopter | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | September 2, 1981 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 980 hours (Total, all aircraft), 315 hours (Total, this make and model), 725 hours (Pilot In Command, all aircraft), 450 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|-------------------|---------------------------------------|-----------------|
| Aircraft Make: | BELL | Registration: | N12412 |
| Model/Series: | 47G-2 47G-2 | Aircraft Category: | Helicopter |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | | Serial Number: | 1487 |
| Landing Gear Type: | Skid | Seats: | 3 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 2450 lbs |
| Time Since Last Inspection: | 79 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 9304 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Not installed | Engine Model/Series: | O-435-A1F |
| Registered Owner: | JANET K. BRENTNER | Rated Power: | 240 Horsepower |
| Operator: | JANET K. BRENTNER | Operating Certificate(s) Held: | |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | CID | Distance from Accident Site: | 12 Nautical Miles |
| Observation Time: | 09:52 Local | Direction from Accident Site: | 157° |
| Lowest Cloud Condition: | Unknown | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 1500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 11 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 10° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 62°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | MCCALLSBURG , IA | Type of Flight Plan Filed: | None |
| Destination: | MARION , IA (C17) | Type of Clearance: | None |
| Departure Time: | 08:30 Local | Type of Airspace: | |

Airport Information

| | | | |
|-----------------------------|-------------|----------------------------------|-------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 0 | IFR Approach: | |
| Runway Length/Width: | 0 ft / 0 ft | VFR Approach/Landing: | Straight-in |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| 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: | 42.060214,-91.790405(est) |

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 27, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72147>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).