



National Transportation Safety Board Aviation Accident Data Summary

Location:	LAKELAND, FL	Accident Number:	MIA99GA072
Date & Time:	02/02/1999, 2152 EST	Registration:	N151ES
Aircraft:	Bell OH-58C	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Analysis

The pilot had completed his duty day and had secured the helicopter in the hangar. Another officer then came to him at the hangar and told him that another Sheriff's Department needed their assistance right away. The pilot then took the helicopter out to the pad on a dolly, that was pulled by a tug, the size of a riding lawn mower. His usual procedure was to disconnect the tug and move it out of the way. On this flight because of the urgency of the request he left the tug attached, and moved it to the left of the dolly, but not out of the way. The pilot and the officer entered the helicopter, called for departure at 2152, brought the helicopter to a hover, initiated forward flight for departure, and moved forward approximately 12 feet, when the left skid tip struck the tug. The skid became stuck under the hood approximately 6 inches from the top of the tug. The helicopter pivoted forward causing the tail boom to move up. The pilot then attempted to correct the pitch attitude change with aft cyclic input causing the main rotor to strike tail boom cutting off the vertical fin, tail rotor and gear box, plus about 5 feet of tail boom. The nose pitched down causing the main rotor to strike the ground, the helicopter spun, and rolled over coming to rest on its right side. On the day of the accident the pilot woke up at 0630, took a flight physical that was completed at 1030. He ate lunch from 1100 to 1200, and reported for duty at 1300. Prior to the accident, he had flown a total of 1.6 hours. He was scheduled to be off duty at 2200.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in command's failure to maintain clearance from the tug. A related factor was the induced pressure.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: HOVER - IN GROUND EFFECT

Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. PRESSURE INDUCED BY CONDITIONS/EVENTS
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - VEHICLE

Occurrence #2: NOSE OVER
Phase of Operation: HOVER - IN GROUND EFFECT

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Helicopter
Flight Time:	10000 hours (Total, all aircraft), 4100 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N151ES
Model/Series:	OH-58C OH-58C	Engines:	1 Turbo Shaft
Operator:	CITY OF LAKELAND POLICE DEPT.	Engine Manufacturer:	Allison
Operating Certificate(s) Held:	None	Engine Model/Series:	250-C20C
Flight Conducted Under:	Part 91: General Aviation - Public Aircraft		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LAL, 144 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 3000 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	19° C	Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	LAKELAND REGIONAL (LAL)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Adopted Date:	09/07/2000
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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