



National Transportation Safety Board Aviation Accident Data Summary

Location:	EL INDIO, TX	Accident Number:	FTW95LA105
Date & Time:	02/01/1995, 1500 CST	Registration:	N6SR
Aircraft:	BELL 47G-4A	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Analysis

THE HELICOPTER, BEING USED FOR PREDATOR CONTROL, WAS 25 FEET ABOVE THE GROUND AND WAS CHASING A BOBCAT. THE PILOT SAID A RIGHT QUARTERING TAILWIND GUST CAUSED THE HELICOPTER TO LOSE TAIL ROTOR EFFECTIVENESS AND IT BEGAN SPINNING TO THE RIGHT. THE PILOT INCREASED COLLECTIVE AND THROTTLE IN AN ATTEMPT TO REGAIN AIRSPEED, BUT THIS CAUSED THE MAIN ROTOR RPM TO DROOP AND ALTITUDE WAS INSUFFICIENT TO ALLOW THE HELICOPTER TO REGAIN AIRSPEED BY LOWERING THE NOSE. THE PILOT THEN REDUCED COLLECTIVE TO REGAIN RPM, BUT THE HELICOPTER CONTINUED TO SPIN AND IMPACTED THE TERRAIN.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF TAIL ROTOR EFFECTIVENESS. A FACTOR WAS THE GUSTY RIGHT QUARTERING TAILWIND.

Findings

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

Findings

1. LOW ALTITUDE FLIGHT/MANEUVER - INTENTIONAL - PILOT IN COMMAND
 2. (C) LOSS OF TAIL ROTOR EFFECTIVENESS - INADVERTENT - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - GUSTS
 4. (F) WEATHER CONDITION - CROSSWIND
 5. (F) WEATHER CONDITION - TAILWIND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	45
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	9000 hours (Total, all aircraft), 800 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N6SR
Model/Series:	47G-4A 47G-4A	Engines:	1 Reciprocating
Operator:	SMITH HELICOPTERS, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	VO-540-B1B3
Flight Conducted Under:	Part 91: General Aviation - Other Work Use		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	10 knots / 15 knots, 315°
Temperature:	24° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT,	Adopted Date:	05/09/1995
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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