



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PATRICIA, TX	<b>Accident Number:</b>	FTW97LA300
<b>Date &amp; Time:</b>	08/01/1997, 0740 CDT	<b>Registration:</b>	N596PB
<b>Aircraft:</b>	Poor Boys Toys Inc EXEC 90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

The experimental amateur built helicopter was substantially damaged when it impacted terrain while hovering in a field. The pilot reported that the helicopter was in a hover and he was surveying the field. He momentarily directed his attention to the instruments within the cockpit and during that time the helicopter contacted crops. The pilot stated that the helicopter experienced a 'dynamic rollover,' and came to rest on its side in the field.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to maintain terrain clearance with the crops during a surveying flight. A factor was the pilots diverted attention.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: HOVER

### Findings

1. TERRAIN CONDITION - CROP
2. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. DYNAMIC ROLLOVER - INADVERTENT - PILOT IN COMMAND

## Factual Information

On August 1, 1997, at 0740 central daylight time, a Poor Boys Toys, Inc. Exec 90, experimental helicopter, N596PB, was substantially damaged following a loss of control while hovering in a field near Patricia, Texas. The commercial pilot, sole occupant of the helicopter, was not injured. Visual meteorological conditions prevailed for the personal flight conducted under Title 14 CFR Part 91. The flight from Lamesa Municipal Airport, near Lamesa, Texas, at 0700. No flight plan was filed for the flight.

The pilot reported during a telephone interview, conducted by a representative of the Safety Board, that he was hovering the helicopter over a cultivated field. The pilot further stated that he momentarily directed his attention to the gauges in the cockpit and during this time the skids of the helicopter became in contact with the crops. The pilot stated that the helicopter experienced a "dynamic rollover" and came to rest on its side in the field.

According to the FAA inspector that traveled to the accident site, the pilot was not rated in helicopters; however, he was properly cleared by his flight instructor for the solo flight.

Examination of the helicopter by the FAA inspector revealed that both main rotor blades were bent. The tailboom section of the helicopter was severed at the attaching point to the fuselage. The windscreen was compromised.

Multiple attempts to obtain a completed copy of the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) were unsuccessful.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	04/24/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8700 hours (Total, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Poor Boys Toys Inc	Registration:	N596PB
Model/Series:	EXEC 90 EXEC 90	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	6032
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Unknown
ELT:	Not installed	Engine Model/Series:	UNK
Registered Owner:	POOR BOYS TOYS INC	Rated Power:	
Operator:	POOR BOYS TOYS INC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MAF, 2998 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	0656 CDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3600 ft agl	Visibility	9 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 17° C
Precipitation and Obscuration:			
Departure Point:	LAMESA, TX (2F5)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0740 CDT	Type of Airspace:	Class E

## Wreckage and Impact Information

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

## Administrative Information

**Investigator In Charge (IIC):** HECTOR R CASANOVA **Report Date:** 04/15/1999

**Additional Participating Persons:** CHARLES CLARK; LUBBOCK, TX

**Publish Date:**

**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](mailto: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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).