



National Transportation Safety Board Aviation Accident Data Summary

Location:	TRENTON, GA	Accident Number:	ATL99LA105
Date & Time:	07/02/1999, 0730 EDT	Registration:	N23590
Aircraft:	Bell 47	Injuries:	1 Minor
Flight Conducted Under:	Part 137: Agricultural		

Analysis

According to the pilot, he was unable to maintain flight after a loss of rotor rpm. He initiated an autorotation and collided with trees during the descent. The pilot attempted the autorotation with about a five knot tail wind. The pilot reported no mechanical deficiencies with the helicopter.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of main rotor rpm due to improper use of the flight controls by the pilot. Factors were the tailwind and trees.

Findings

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

Findings

1. (C) ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (F) WEATHER CONDITION - TAILWIND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Findings

4. AUTOROTATION - INITIATED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

5. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Commercial	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	8440 hours (Total, all aircraft), 2450 hours (Total, this make and model), 110 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N23590
Model/Series:	47 47	Engines:	1 Reciprocating
Operator:	SOUTHERN HELICOPTER	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:		Engine Model/Series:	VO-435-AIF
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CHA, 682 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 160°
Temperature:	23° C	Visibility	8 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Adopted Date:	06/21/2000
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.