



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ALLEN, TX	<b>Accident Number:</b>	FTW89DPA03
<b>Date &amp; Time:</b>	12/02/1988, 1545 CST	<b>Registration:</b>	N74124
<b>Aircraft:</b>	BELL 47-D1	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE NON-RATED, PRIVATE AIRPLANE PILOT WAS FLYING HIS HELICOPTER IN THE TRAFFIC PATTERN AND PRACTICING POWER RECOVERY AUTOROTATIONS, WHEN ON THE THIRD OR FOURTH ATTEMPT, THE PILOT/OWNER FLARED EXCESSIVELY CAUSING THE TAIL ROTOR BLADES TO STRIKE THE GROUND. THE TAIL ROTOR SYSTEM SEPARATED AND THE HELICOPTER ROLLED OVER RESULTING IN SUBSTANTIAL DAMAGE TO THE MAIN ROTOR SYSTEM AND AIRFRAME.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNQUALIFIED PILOT'S POOR JUDGEMENT IN LEVELING THE HELICOPTER DURING THE FLARE AND CONTRIBUTING TO THIS WAS HIS LACK OF TOTAL EXPERIENCE IN THIS TYPE AIRCRAFT.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION
2. (C) AUTOROTATION - MISJUDGED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - UNQUALIFIED PERSON

Occurrence #2: ROLL OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1100 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL	<b>Registration:</b>	N74124
<b>Model/Series:</b>	47-D1 47-D1	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SKELTON, PAUL E.	<b>Engine Manufacturer:</b>	FRANKLIN
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	6V4-200-C32
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ADS, 643 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	21 °C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	J O JOHNSON	<b>Adopted Date:</b>	06/25/1990
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.