



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	OCHOPEE, FL	<b>Accident Number:</b>	MIA85LA223
<b>Date &amp; Time:</b>	08/01/1985, 1030 EDT	<b>Registration:</b>	N88AR
<b>Aircraft:</b>	Bell 47G-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

## Analysis

THE PLT STATED THAT HE DROPPED HIS PASSENGER OFF AT A WATER STATION IN THE EVERGLADES, WATER TAXIED AWAY FROM THE STATION, ACCELERATED UP TO 3100 RPM & JUST BEFORE HE ADDED COLLECTIVE PITCH THE TRANSMISSION ASS'Y DEPARTED THE HELICOPTER, IT ROLLED TO THE RIGHT & CAME TO REST INVERTED. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MAIN ROTOR ASS'Y SEPARATION AS DESCRIBED BY THE PILOT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (F) ROTOR DRIVE SYSTEM,MAIN GEARBOX/TRANSMISSION - SEPARATION
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ROLL OVER  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

3. TERRAIN CONDITION - WATER,GLASSY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/30/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2229 hours (Total, all aircraft), 88 hours (Total, this make and model), 2151 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N88AR
<b>Model/Series:</b>	47G-2 47G-2	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	2046
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VO-435-A1B
<b>Registered Owner:</b>	OCEAN AIR HELICOPTERS INC.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	OCEAN AIR HELICOPTERS INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 10 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	1030 EDT	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 2000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25° C / 23° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	CLEWISTON, FL (X53)	Type of Clearance:	None
Departure Time:	1030 EDT	Type of Airspace:	Class G

## 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):	BRUCE J HILL	Report Date:	
Additional Participating Persons:	N HAMILTON; MIAMI, FL		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).