



National Transportation Safety Board Aviation Accident Final Report

Location:	QUITMAN, GA	Accident Number:	MIA85LA224
Date & Time:	08/01/1985, 1240 EDT	Registration:	N31FG
Aircraft:	BELL TH-13T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

PILOT STATED THAT AFTER COMPLETING A LEFT TURN AT THE END OF A COTTON FIELD, THE AIRCRAFT YAWED SHARPLY TO THE LEFT AND THE YAW COULD NOT BE CONTROLLED WITH CYCLIC CONTROL. ANOTHER LEFT TURN AT THE OPPOSITE END OF THE FIELD THE AIRCRAFT AGAIN YAWED TO THE LEFT. CONTROL WAS REGAINED AND AS A PRECAUTIONARY LANDING WAS BEING MADE IN THE COTTON FIELD THE MAIN ROTOR BLADES STRUCK THE GROUND CAUSING THE AIRCRAFT TO ROLL ONTO ITS SIDE. POST CRASH INSPECTION OF THE AIRCRAFT'S FLIGHT CONTROL SYSTEM REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Findings

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: ROLL OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/13/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1950 hours (Total, all aircraft), 1950 hours (Total, this make and model), 1950 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL	Registration:	N31FG
Model/Series:	TH-13T TH-13T	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	3834
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-435
Registered Owner:	C AND C FLYING SERVICE, INC.	Rated Power:	270 hp
Operator:	C AND C FLYING SERVICE, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VLD, 204 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1210 EDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 24° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1215 EDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JEFFREY L KENNEDY	Report Date:	
Additional Participating Persons:	LORRAIN HARRISON; JACKSONVILLE, FL WILLIAM BOOKHAMMER; JACKSONVILLE, 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 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](#).