



National Transportation Safety Board Aviation Accident Factual Report

Location:	Pollock Pines, CA	Accident Number:	LAX03LA019
Date & Time:	11/02/2002, 0910 PST	Registration:	N2616B
Aircraft:	Bell 47G-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None

Flight Conducted Under: Part 91: General Aviation - Other Work Use

On November 2, 2002, about 0910 Pacific standard time, a Bell 47G-2, N2616B, collided with a bush and terrain during an attempted takeoff from a plateau near Pollock Pines, California. The helicopter was substantially damaged. The commercial pilot and one passenger were not injured. The second passenger received a minor injury. Visual meteorological conditions prevailed, and no flight plan was filed. The helicopter was operated for hire on a photography flight under the provisions of 14 CFR Part 91, by D. C. Rotor & Wing, Rancho Murieta, California. The flight originated from Rancho Murieta about 0810.

The pilot reported to the National Transportation Safety Board investigator that he flew to the plateau and landed. The two passengers exited the helicopter to take pictures. The helicopter's engine was kept running. Thereafter, the passengers reboarded the helicopter to continue their flight. The pilot stated that because of the ambient conditions, including the 3,500-foot mean sea level elevation and estimated 40-degree Fahrenheit temperature, the helicopter did not have adequate power to make a normal departure from a hover. However, the pilot indicated that he believed there was sufficient clear area over the rocky terrain to perform a running takeoff.

According to the pilot, during the accident sequence he increased the helicopter's collective pitch and accelerated to about 20 knots thereby starting to acquire effective translational lift. During this initial climb a skid collided with a 3-foot-tall bush. The helicopter suddenly yawed and impacted the ground.

In the pilot's completed "Aircraft Accident Report" he stated that "...the purpose of the flight was to encourage [one of the passengers] to resume her flight training with D.C. Rotor."

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/22/2002
Occupational Pilot:		Last Flight Review or Equivalent:	02/23/2002
Flight Time:	313 hours (Total, all aircraft), 90 hours (Total, this make and model), 217 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N2616B
Model/Series:	47G-2	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2475
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	09/17/2002, 100 Hour	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7232 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	VO-435-A1F
Registered Owner:	Gregory J. Desy	Rated Power:	260 hp
Operator:	D. C. Rotor & Wing	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUN, 1531 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	0850 PST	Direction from Accident Site:	280°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	13° C / -8° C
Precipitation and Obscuration:			
Departure Point:	Pollock Pines, CA	Type of Flight Plan Filed:	None
Destination:	Rancho Murieta, CA (RIU)	Type of Clearance:	None
Departure Time:	0910 PST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	38.722778, -120.601667

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK
Additional Participating Persons:	Greg Michael; Federal Aviation Administration; Sacramento, CA
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/ .