



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Lancaster, PA	<b>Accident Number:</b>	NYC05CA047
<b>Date &amp; Time:</b>	02/01/2005, 1426 EST	<b>Registration:</b>	N59MB
<b>Aircraft:</b>	Bell 206B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

As the pilot increased collective to transition to a hover, the helicopter immediately rolled over onto its right side. The pilot added that the helicopter was positioned into the direct sunlight, and he experienced "dazzling sunlight" being reflected from surrounding snow banks. The pilot did not report any mechanical difficulties with the helicopter.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's loss of lateral control while attempting to transition to a hover from the ground. A factor was the bright sunlight conditions.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF

### Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

3. TERRAIN CONDITION - OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/12/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1745 hours (Total, all aircraft), 50 hours (Total, this make and model), 27 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N59MB
<b>Model/Series:</b>	206B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	847
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	12/12/2004, 100 Hour	<b>Certified Max Gross Wt.:</b>	3500 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	1 Turbo Shaft
<b>Airframe Total Time:</b>	10278 Hours as of last inspection	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	250C-20R
<b>Registered Owner:</b>	Leslie Alan Jones	<b>Rated Power:</b>	
<b>Operator:</b>	Leslie Alan Jones	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Lancaster, PA (LNS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1415	Type of Airspace:	Class D

## Airport Information

Airport:	Lancaster Airport (LNS)	Runway Surface Type:	Unknown
Airport Elevation:	420 ft	Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

## 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:	40.125000, -76.300000

## Administrative Information

Investigator In Charge (IIC):	Stephen M Demko	Report Date:	04/28/2005
Additional Participating Persons:	Charles Martin; FAA; New Cumberland, PA		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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> .		

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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](#).