



National Transportation Safety Board Aviation Accident Final Report

Location:	Mullen, NE	Accident Number:	DFW08CA188
Date & Time:	07/01/2008, 0700 MDT	Registration:	N8468E
Aircraft:	Bell 47G-3B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 137: Agricultural		

Analysis

The airline transport rated pilot was performing his third takeoff of the day with a full load of chemicals on an aerial application flight. On initial climb the helicopter did not have sufficient power to maintain the climb and began to settle. The helicopter settled into a lake in approximately 5 1/2 feet of water. The helicopter remained upright and sustained substantial damage to the drive train and rotor system as well as extensive water damage. The pilot, sole occupant, was not injured and was able to egress unassisted. The pilot stated in the Pilot / Operator Accident / Incident Report that the accident could have been prevented if he would have paid more attention to flying the helicopter than being concerned with mixing and loading of chemicals.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's distraction with the chemical load resulting in the failure to maintain control of the helicopter. A factor was no suitable terrain for landing.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

2. TERRAIN CONDITION - WATER
3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	72, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Instrument Airplane; Instrument Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	12/01/2007
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2008
Flight Time:	15000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 14500 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Bell	Registration:	N8468E
Model/Series:	47G-3B	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	2647
Landing Gear Type:	Skid	Seats:	3
Date/Type of Last Inspection:	09/01/2007, Annual	Certified Max Gross Wt.:	2850 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8062 Hours	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	TVO-435 A1A
Registered Owner:	Thedford Air Service, LLC	Rated Power:	260 hp
Operator:	Thedford Air Service, LLC	Air Carrier Operating Certificate:	
Operator Does Business As:	Thedford Air Service, LLC	Operator Designator Code:	V75G

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KTIF	Observation Time:	0650
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	18°C / 12°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 180°	Visibility (RVR):	
Altimeter Setting:	29.97 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Hooker County Airport (KMHN)	Runway Surface Type:	
Airport Elevation:	3260 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

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		

Administrative Information

Investigator In Charge (IIC):	William H Gamble	Adopted Date:	09/26/2008
Additional Participating Persons:	Robert J Willey; FAA FSDO; Lincoln, NE		
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 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.