



National Transportation Safety Board Aviation Accident Data Summary

Location:	Mullen, NE	Accident Number:	DFW08CA188
Date & Time:	07/01/2008, 0700 MDT	Registration:	N8468E
Aircraft:	Bell 47G-3B	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

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's distraction with the chemical load resulting 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

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	72
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane; Helicopter
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Instrument Airplane; Instrument Helicopter
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	Engines:	1 Reciprocating
Operator:	Thedford Air Service, LLC	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:		Engine Model/Series:	TVO-435 A1A
Flight Conducted Under:	Part 137: Agricultural		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KTIF	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 180°
Temperature:	18° C / 12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Destination:	

Airport Information

Airport:	Hooker County Airport (KMHN)	Runway Surface Type:	
Runway Used:	NA	Runway Surface Condition:	
Runway Length/Width:			

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

Administrative Information

Investigator In Charge (IIC):	William H Gamble	Adopted Date:	09/26/2008
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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