



National Transportation Safety Board Aviation Accident Final Report

Location:	Galena, MO	Accident Number:	CEN16LA135
Date & Time:	03/25/2016, 1730 CDT	Registration:	N2266U
Aircraft:	BRANTLY B 2B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Two witnesses saw the helicopter circle three times at low altitude. During the third pass, the helicopter descended to about 20 ft above the ground before it entered a climb. As it climbed, the helicopter entered a spin and descended to the ground. Both of the witnesses stated that the engine continued to run after impact. A postaccident examination of the wreckage did not reveal any anomalies that would have precluded normal operation of the helicopter, and the reason for the loss of control could not be determined. Review of the pilot's logbook showed he had about 192 hours of helicopter flight time but did not hold a rotorcraft rating.

Probable Cause and Findings

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

The pilot's loss of control for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation.

Findings

Personnel issues	Aircraft control - Pilot (Cause)
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

On March 25, 2016, about 1730 central daylight time, a Brantly B-2B helicopter, N2266U, collided with trees and terrain following a loss of control in Galena, Missouri. The pilot received serious injuries. The helicopter was substantially damaged. The helicopter was owned and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not operated on a flight plan. The flight originated from private property in Cape Fair, Missouri about 1715.

The pilot flew the helicopter to a restaurant located about 4 miles from the accident site, where he ate. A witness reported the pilot then started the helicopter and as it was warming up, the engine backfired. The witness reported the engine did not sound "right" to him as the helicopter took off and he thought it was going to contact the trees prior to it gaining sufficient altitude.

The pilot flew about 4 miles southeast where another witness, located across the street from the accident site, saw the helicopter. This witness stated the helicopter circled his property three times, in a clockwise direction. The second pass was about 40 to 60 ft above the trees, during which, he waved to the pilot and the pilot waved back. The helicopter looked as if it was going to land on the third pass as it was about 20 ft above the ground before it climbed out. As the helicopter climbed, the engine power sounded like it was fluctuating. He then saw the tail "dip" and the helicopter began to spin. He lost sight of the helicopter behind the trees, then heard the impact. He stated the engine of the helicopter continued to run for several minutes after the impact. This witness took several photographs of the helicopter as it circled his residence.

Another witness heard the helicopter from inside her house. She stated she went outside and saw the helicopter circle the area three times at an "unusually" low altitude. She stated the helicopter was about 20 ft above the trees in a level attitude when it started spinning to the left and descending. She also stated the engine continued to run after the impact.

The helicopter came to rest in a heavily wooded area. First responders reported the helicopter was leaking fuel when they arrived. A postaccident examination of the wreckage was conducted by a Federal Aviation Administration Inspector. The tailboom was separated from the fuselage which came to rest in a nose down attitude. The red blade was separated from the mast, and the outboard sections of all three main rotor blades were fractured and separated from the inboard sections. The main rotor shaft and planet gear assembly sustained impact damage. Continuity of the rudder control system was established and all separations appeared to be overload. No anomalies were noted that would have resulted in a loss of control or loss of engine power.

The pilot held a private pilot certificate with an airplane single-engine land rating. He did not hold a helicopter rating. A review of the pilot's logbook indicated he had 191.8 hours of helicopter flight time, 119.6 hours of which were logged as pilot-in-command. The pilot logged 122.6 hours in the accident make and model helicopter.

At 1850, the reported wind conditions at the Branson Airport, located 18 miles southeast of the accident site, were 110 degrees at 12 knots.

The National Transportation Safety Board was subsequently notified that the pilot passed away on June 9, 2016.

History of Flight

Maneuvering-low-alt flying	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	01/06/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1641 hours (Total, all aircraft), 122.6 hours (Total, this make and model), 1594.4 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BRANTLY	Registration:	N2266U
Model/Series:	B 2B B	Aircraft Category:	Helicopter
Year of Manufacture:	1964	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	428
Landing Gear Type:	Skid	Seats:	
Date/Type of Last Inspection:	07/15/2015, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BBG, 1302 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1850 CDT	Direction from Accident Site:	132°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	14° C / 2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cape Fair, MO	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1715 CDT	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	36.705556, -93.448889

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	06/20/2017
Additional Participating Persons:	William Taylor; FAA; Kansas City, KS Gary Schuster; FAA; Kansas City, MO John Roberts; TSI; Oklahoma City, OK		
Publish Date:	06/20/2017		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=92911		

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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](#).