



Aviation Investigation Final Report

Location:	Filer, Idaho	Accident Number:	WPR23LA214
Date & Time:	June 3, 2023, 10:34 Local	Registration:	N205PA
Aircraft:	Bell 206B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot initially reported that while he was taking off, the tail dropped and hit the ground. After a postaccident review of a security video that captured the accident, the pilot along with his flight instructor concluded that he input excessive left anti-torque pedal as he increased collective. A National Transportation Safety Board review of the same security video showed the helicopter as it rotated counterclockwise about its vertical axis. The fuselage pivoted about the right skid and the helicopter exceeded its critical roll angle, which resulted in dynamic rollover. The helicopter sustained substantial damage to the fuselage and tailboom.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the helicopter that would have precluded normal operations.

Probable Cause and Findings

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

The pilot's improper anti-torque pedal inputs during takeoff, which resulted in a loss of helicopter control during takeoff and subsequent dynamic rollover.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Dynamic rollover

Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	None	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 30, 2022
Flight Time:	304 hours (Total, all aircraft), 167 hours (Total, this make and model), 304 hours (Pilot In Command, all aircraft), 2.1 hours (Last 90 days, all aircraft), 2.1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N205PA
Model/Series:	206B	Aircraft Category:	Helicopter
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1996
Landing Gear Type:	None; Skid	Seats:	4
Date/Type of Last Inspection:	March 1, 2023 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	2.4 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	12519.7 Hrs at time of accident	Engine Manufacturer:	Rolls-Royce
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	250-C20B
Registered Owner:	On file	Rated Power:	420 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KJER, 4053 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	20°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Filer, ID	Type of Flight Plan Filed:	None
Destination:	Filer, ID	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.562778,-114.54916(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Craig Karel; Federal Aviation Administration; Boise, ID
Original Publish Date:	October 26, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192309

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).