



National Transportation Safety Board Aviation Accident Final Report

Location:	Fallon, Nevada	Accident Number:	WPR22LA096
Date & Time:	February 11, 2022, 14:30 Local	Registration:	N1023V
Aircraft:	Bell 47	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The helicopter pilot reported that, while hovering in front of a hangar he erroneously increased collective pitch, panicked, and lost control of the helicopter. The helicopter subsequently impacted the top of a hangar and rolled over. The helicopter sustained substantial damage to the main rotor and tail boom. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's failure to maintain control of the helicopter during a hover which, resulted in a collision with a hangar.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Airport structure - Effect on operation

Factual Information

History of Flight

Maneuvering-hover	Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	84, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	
Medical Certification:	None Without waivers/limitations	Last FAA Medical Exam:	November 4, 2013
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 16, 2022
Flight Time:	11000 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Bell	Registration:	N1023V
Model/Series:	47 G2	Aircraft Category:	Helicopter
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2021
Landing Gear Type:	Skid	Seats:	2
Date/Type of Last Inspection:	November 4, 2021 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	5.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	12359 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	VO435A1F
Registered Owner:		Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNFL, 3934 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	12° C / -25° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fallon, NV	Type of Flight Plan Filed:	None
Destination:	Fallon, NV	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Fallon Municipal FLX	Runway Surface Type:	
Airport Elevation:	3929 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop; Straight-in; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.499169, -118.74879

Administrative Information

Investigator In Charge (IIC):	Bledsoe, James		
Additional Participating Persons:	Paul Bruk; FAA FSDO; Reno, NV		
Original Publish Date:	June 14, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=104639		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).