



# Aviation Investigation Final Report

<b>Location:</b>	Chamblee, Georgia	<b>Accident Number:</b>	ERA22LA390
<b>Date &amp; Time:</b>	August 27, 2022, 21:10 Local	<b>Registration:</b>	N6SD
<b>Aircraft:</b>	BELL TEXTRON CANADA LTD 505	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he was attempting to land the helicopter on a portable dolly, and he was following a marshaller to land on the dolly. As he lowered the collective, the helicopter’s skids fell off the back of the dolly, and the tail rotor struck the ground. The helicopter subsequently rolled over on its left side resulting in substantial damage to the main rotor and tail rotor systems. The pilot added that there were no mechanical issues with the helicopter.

## Probable Cause and Findings

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

The pilot’s failure to ensure that the helicopter was properly positioned over a dolly before attempting to land on it, which resulted in a rollover.

## Findings

<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Identification/recognition - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
----------------	--

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 22, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 19, 2022
<b>Flight Time:</b>	3100 hours (Total, all aircraft), 50 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BELL TEXTRON CANADA LTD	<b>Registration:</b>	N6SD
<b>Model/Series:</b>	505	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	2022	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	65414
<b>Landing Gear Type:</b>	High skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	July 22, 2022 Unknown	<b>Certified Max Gross Wt.:</b>	3680 lbs
<b>Time Since Last Inspection:</b>	35 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	35 Hrs at time of accident	<b>Engine Manufacturer:</b>	Safran
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	Arrius 2R
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	500
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	KPDK,979 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	96°
<b>Lowest Cloud Condition:</b>	Few / 6500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 11000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Aiken, SC (PVT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Chamblee, GA	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	19:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DEKALB-PEACHTREE PDK	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	998 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.878513,-84.303846(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Boggs, Daniel
<b>Additional Participating Persons:</b>	Mark Fayerman; FAA ATL; Atlanta, GA
<b>Original Publish Date:</b>	May 11, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105813">https://data.ntsb.gov/Docket?ProjectID=105813</a>

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](#).