



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

Central Region

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On-Scene Examination Notes

CEN22FA086

(4 Pages)

1.0 PARTICIPANTS:

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2.0 SUMMARY

On December 30, 2021, about 1141 central standard time, a Bell 206B, N8AU, was substantially damaged during an accident near Livingston, Texas. The pilot was seriously injured, one passenger was fatally injured, and two passengers received minor injuries. The flight was operated under the provisions of 14 *Code of Federal Regulations* Part 91 as a personal flight. Visual meteorological conditions existed at the time of the accident. The flight was not on a flight plan. The flight originated from the Livingston Municipal Airport, (00R), Livingston, Texas, about 1107 for a local flight.

According to the surviving passengers, the flight was a sightseeing flight that the deceased passenger had won at a local charity auction. The passengers met the pilot at the Livingston Municipal Airport (00R), and the helicopter departed 00R about 1107. The original intent was to fly over the deceased passenger's childhood home near Woodville, TX. After the takeoff, it became evident that the flight could not be conducted to Woodville due to low clouds and the helicopter was then maneuvered to the deceased passenger's current residence near Livingston, TX. The rear seat passengers stated that the helicopter flew down the road where the residence was located and then flew around the house making a level right turn at a low speed. The helicopter then flew over a pond that the passenger was constructing on his property and then flew toward the house, facing a south direction, coming to a hover where the accident occurred. Once in a hover, the helicopter began to rotate to the right making a total of about 2 full revolutions before striking trees and falling to the ground. The helicopter came to rest on its left side on top of a wood pile that had been created due to land clearing.

3.0 DETAILS OF THE INVESTIGATION



The helicopter was predominately intact with the main rotor separated at the mast. The rotor mast was fractured just below the rotor head. Both main rotor blade inboard sections remained attached to the rotor head. The outboard portions of both main rotor blades had separated from the inboard blade sections. All pieces of the rotor blades with the exception of one leading edge outboard portion were located at the accident site. The left landing skid was fractured and located beneath the helicopter.

The tail rotor had separated from the tail boom and was still hanging from the end to the fractured boom by wiring for the tail light. The tail rotor push pull tube was visible in the fractured boom and was broken into 3 pieces. Movement of the anti-torque pedals in the cockpit resulted in movement of the pushrod within the boom at the most forward break. Movement of the aft portion of the broken pushrod resulted in movement of the tail rotor blades. One tail rotor blade was intact except for bending of the blade. The other tail rotor blade was separated about mid-span and the separated section was found a short distance away.

Movement of the cyclic and collective controls within the cockpit resulted in movement of the pitch change actuators on the roof of the helicopter. The pitch control links from the swash plate to the rotor mast were separated. One remained attached to the swash plate with the upper rod end separated from the pushrod. The opposite end of this pushrod was still attached to the rotor mast. The second pitch control link was separated from the swashplate with the connection point

to the swashplate separated from the remainder of the swashplate. The lower rod end along with the fractured ear were not observed at the site. The remainder of the pitch control link along with the upper rod end were still attached to the rotor head.

The tail rotor driveshaft beneath the engine could be rotated clockwise freely but could not be rotated counterclockwise when viewed from the rear.

Due to the position of the wreckage, a comprehensive examination was not possible. The helicopter will be recovered and relocated to a facility for further examination.

Submitted by: John M. Brannen II