

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22FA086

POSTACCIDENT EXAM NOTES

September 14, 2023

TABLE OF CONTENTS

A. ACCIDENT.....	3
B. POSTACCIDENT EXAM NOTES	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	3
1.0 ACCIDENT SITE	3
2.0 AIRFRAME EXAMINATION.....	3
2.1 Fuselage.....	4
2.2 Other Systems	4
3.0 ENGINE EXAMINATION	4

A. ACCIDENT

Location: Livingston, Texas
Date: December 30, 2021
Time: 1141 CST
Helicopter: N8AU, Bell 206B

B. POSTACCIDENT EXAM NOTES

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Party Coordinator	Mark Stuntzner Bell Flight Safety Fort Worth, Texas
Party Coordinator	David Riser Rolls-Royce Corporation Indianapolis, Indiana

C. 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 Title 14 Code of Federal Regulations (CFR) Part 91 as a personal flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The helicopter came to rest in the back yard of a rural residence. It was resting on a pile of wood that had been stack due to land clearing activities and was lying on its left side. Due to the positioning of the helicopter at the accident site, it was relocated to a salvage facility for further examination.

2.0 Airframe Examination

The helicopter was examined at Air Salvage of Dallas , after it had been recovered from the accident scene.

2.1 Fuselage

The fuselage was predominately intact but with impact damage. There was more damage to the left side of the fuselage. The left landing skids had several impact fractures. The right skid was relatively undamaged. The top of the cabin exhibited downward crushing damage of the roof. The tail boom had impact damage along its length and the tail rotor along with the vertical tail surfaces had separated at a location just forward of the tail rotor gearbox.

2.2 Other Systems

The flight control system continuity was established as follows:

1. Movement of the pilot throttle control resulted in movement at the fuel control unit, but full rotation could not be achieved due to impact damage
2. The pilot cyclic control stick was broken at its base.
3. The copilot cyclic was intact and movement of it resulted in movement of the cyclic control servos.
4. The pilot collective was bent but still connected to the controls.
5. The copilot collective control was broken at the base casting
6. Movement of the pilot collective control resulted in movement of the collective control servo.
7. Main rotor collective and cyclic controls were continuous except for overload failures of the control linkages.
8. Movement of the pilot anti-torque pedals resulted in movement of the control pushrod in the fractured tail boom.
9. Pitch change of the tail rotor was accomplished by movement of the fractured pushrod forward of the tail rotor gearbox.

3.0 Engine Examination

Passengers reported that the engine was still running after the helicopter came to rest. During examination, the following was determined:

1. The engine was still firmly attached.
2. Engine rotation was free from N1.
3. Engine rotation was free from N2
4. No preimpact anomalies were found regarding the engine or any accessories.

Submitted by:

John Brannen
NTSB IIC