

9/17/2021

To Whom It May Concern,

On Friday, 9/17/21 between 10:00-11:00 am we were in NC spraying beans. I came in and got the first load of the day and when I flew off the helicopter did not have sufficient power. When I went to come off the truck the low rotor rpm horn came on and by then I was in the beans. The engine was still running with power and I shut it off.

Carl W. Shelley III

[REDACTED]
[REDACTED]
Or
[REDACTED]

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 4:00 PM	DATE 09/17/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Carl Shelley III Pilot/Owner N420AT Blue Water Helicopter Service (5BWG)		ROUTING	
		SYMBOL	INITIALS
Ray Johnson - Employee Blue Water Helicopter Services			
Miguel Villamil - Employee Blue Water Helicopter Services			
SUBJECT Helicopter crash in soybean field in ASH NC			
DIGEST			
On 17 September 2021 at approximately 1330 hours I was dispatched to Ash NC to assist in an investigation of a helicopter accident involving a 137 operator who was performing spray operations with ASI Larry Bass.			
Upon arrival at the scene with ASI Bass we met the owner/operator of helicopter N420AT, Mr. Carl Shelley III. Mr. Shelley said that while performing spray operations he and his team had filled the helicopter with insecticide and when he was taking off, and during the initial turn, the helicopter seemed to have reduced power causing him to crash into the soybean field. I asked Shelley if he was injured, to which he said that the only injury he had was a scratch on his thumb and that he got soaked in insecticide, but was otherwise unharmed. He said that he had gone and taken a shower to get all of the pesticide chemical off his skin.			
ASI Bass asked Shelley what seat he was piloting from, to which Shelley responded that he had been flying from the left seat. Shelley said that he carries the helicopter on a flatbed truck that they had moved away from the road next to the soybean field and that was what the helicopter was on just prior to the accident. (Continued...)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/21/2021	TITLE Aviation Safety Inspector AV/AW		

DIGEST (CONT)

Shelley said that he had taken off about a foot above the flatbed truck and had began to fly out toward the field to begin spraying; however, once the helicopter began tipping he applied more power, but the helicopter continued rolling to the point that the rotor blade struck the ground and from there the impact was not a violent crash, but a slow gentle roll into the ground ending in the helicopter flopping on the ground until the rotor ceased shedding blade fragments and the engine stopped. The Helicopter was approximately fifteen to twenty feet into the soybean field from the road that the flatbed truck was parked on.

Shelley's employee, Mr. Ray Johnson, said that he was initially facing away from the accident site, heard a bang and turned around just in time to watch the helicopter jerking around on the ground and come to a stop. He then assisted Mr. Shelley in exiting the helicopter.

ASI Bass, Mr Shelley, and I tried to move the control surfaces. All controls were still connected and were able to move the associated surface. Surprisingly, even though the tail was mostly sheared off and the tail rotor drive shaft was broken, the tail controls still were attached and worked.

After all pictures were taken, the helicopter was raised by the owner with his own crane to stop the fuel from dumping the entirety of the fuel and remaining pesticide into the farmland. At that point we were able to take pictures of the dataplate and the aircraft left side.