



# Aviation Investigation Final Report

<b>Location:</b>	Baton Rouge, Louisiana	<b>Accident Number:</b>	CEN24LA172
<b>Date &amp; Time:</b>	March 26, 2024, 13:45 Local	<b>Registration:</b>	N67183
<b>Aircraft:</b>	Bell 206B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Public aircraft - state		

## Analysis

The helicopter was positioned on a trailer when the pilot initiated a takeoff from the trailer. The pilot reported that the helicopter began a yaw to the right upon liftoff. He attempted to correct the yaw, but the helicopter continued to yaw. The pilot managed to regain some control and made a hard landing. The pilot’s supervisor was in his office near the trailer when he heard rapid tone changes in the rotor noise. He ran outside and saw the helicopter settle to the ground. He glanced at the helicopter, and it appeared undamaged. While the helicopter was still running, he climbed into the co-pilot side of the helicopter and performed a functional check. All controls functioned properly, and the gauges indicated normal. He then repositioned the helicopter back onto the trailer without incident. The helicopter sustained substantial damage to the tailboom. The pilot reported that there were no mechanical malfunctions/failures of the helicopter that would have precluded normal operations.

## Probable Cause and Findings

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

The pilot’s loss of control during takeoff that resulted in a hard landing.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Yaw control - Not attained/maintained

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control in flight (Defining event)
<b>Landing</b>	Hard landing

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 19, 2024
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 23, 2023
<b>Flight Time:</b>	1548 hours (Total, all aircraft), 78 hours (Total, this make and model), 1348 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N67183
<b>Model/Series:</b>	206B	<b>Aircraft Category:</b>	Helicopter
<b>Year of Manufacture:</b>	1993	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	5120
<b>Landing Gear Type:</b>	Skid	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	November 23, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	11113 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	as of last inspection	<b>Engine Manufacturer:</b>	Rolls Royce
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	M250-C20J
<b>Registered Owner:</b>	STATE OF LOUISIANA	<b>Rated Power:</b>	800 Horsepower
<b>Operator:</b>	STATE OF LOUISIANA	<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>	Day
<b>Observation Facility, Elevation:</b>	KBTR,70 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Few / 9500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Baton Rouge, LA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Baton Rouge, LA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Baton Rouge Metro Airport BTR	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	70 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>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	30.533,-91.1524(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	James Kelly; FAA FSDO; Baton Rouge, LA
<b>Original Publish Date:</b>	March 5, 2025
<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=194182">https://data.ntsb.gov/Docket?ProjectID=194182</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](#).