



Aviation Investigation Final Report

Location:	Bethany, Oklahoma	Accident Number:	CEN25LA167
Date & Time:	April 30, 2025, 17:52 Local	Registration:	N9TV
Aircraft:	BELL HELICOPTER TEXTRON CANADA 505	Aircraft Damage:	Substantial
Defining Event:	Dynamic rollover	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

After completing a two-hour news gathering flight, the pilot returned to the airport and attempted to land on a dolly landing platform. The pilot stated that he landed off-center on the platform, then attempted to back out and straighten the helicopter. The helicopter's right skid got caught in the middle of the platform, and the helicopter rolled right and experienced a dynamic rollover, which resulted in substantial damage. The pilot reported that there were no preaccident mechanical malfunctions or failures of the helicopter that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's improper landing technique that allowed the helicopter's right skid to get caught on the landing platform, which resulted in a dynamic rollover.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Lateral/bank control - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Dynamic rollover (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	68,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 15, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 20, 2025
Flight Time:	13931 hours (Total, all aircraft), 210 hours (Total, this make and model), 13570 hours (Pilot In Command, all aircraft), 89 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELL HELICOPTER TEXTRON CANADA	Registration:	N9TV
Model/Series:	505	Aircraft Category:	Helicopter
Year of Manufacture:	2019	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	65195
Landing Gear Type:	High skid	Seats:	2
Date/Type of Last Inspection:	April 11, 2025 Condition	Certified Max Gross Wt.:	3680 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	300.4 Hrs at time of accident	Engine Manufacturer:	Safran
ELT:	C126 installed, not activated	Engine Model/Series:	Arruis 2R
Registered Owner:	GRIFFIN TELEVISION OKC LLC	Rated Power:	505 Horsepower
Operator:	GRIFFIN TELEVISION OKC LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPWA, 1280 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	323°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.74 inches Hg	Temperature/Dew Point:	19°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bethany, OK	Type of Flight Plan Filed:	None
Destination:	Bethany, OK	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	WILEY POST PWA	Runway Surface Type:	
Airport Elevation:	1299 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	35.536132, -97.642411

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Ryder Yocum; FAA; Oklahoma City, OK Beverley Harvey; Transportation Safety Board of Canada Mark White; Air Flite; Oklahoma City, OK
Original Publish Date:	June 13, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=200106

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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](#).